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REPORTS ON TRADE

AT THE

TREATY PORTS IN CHINA,

FOR THE YEAR

1867.

PUBLISHED BY ORDER OF

The Inspector General of Customs.

SHANGHAI:

PRINTED AT THE CUSTOMS' PRESS.

MDCCCLXVIII.

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NEWCHWANG TRADE REPORT,

FOR THE YEAR 1867.

OFFICE OF MARITIME CUSTOMS,

YINGTZU, NEWCHWANG, 1ST MARCH, 1868.

SIR,—The past season's trade has been the most satisfactory since the opening of the port. The results of the renewal of the carrying traffic in Foreign bottoms to Shanghai, have exceeded the most sanguine expectations, whilst the development of a demand for the chief branch of Imports—a development, of which, those most interested in its occurrence, had become hopeless,—has taken place largely and profitably.

The first Vessel arrived on the 21st of March; the last Vessel cleared on the 22nd of November.

The Revenue for 1867 exceeds the Revenue for 1866 by almost forty-seven thousand Taels; the Shipping exceeds in number, by ninety-one Vessels, and in Tonnage, by nearly thirty-one thousand Tons; the value of the Import Trade is greater by seven hundred thousand Taels; and the value of the Export Trade after deducting Treasure is greater by six hundred and seventy thousand Taels.

The increase in the Shipping has been chiefly beneficial to North-German vessels, the tonnage of which has been augmented sixteen thousand Tons; British ships have gained three thousand five hundred Tons, and the flag of the United States has been represented by twice as many vessels as in 1866. This growth is doubtless principally due to the extensive charters for Shanghai, but even had the restrictions now abolished been still existing, the tonnage must have been greater than that of the preceding year. The plenteous crops of two successive harvests, combined with the comparative scarcity experienced elsewhere, must have produced this result. The simultaneous advance in the junk tonnage, is the best proof that such would have been the case. Freights have as a rule been higher than those obtainable at other Northern ports.

Of the secondary imports, two only—Sugar and Iron—seem to me to require notice. The importation of the former has been almost three times as large as during 1866. The increase has amounted to over sixty-two thousand peculs. At one time, indeed, the market was glutted, and various re-shipments became necessary. The past season has witnessed the first arrival of Formosan Sugar. It was not disposed of to advantage. This was, I believe, to a great extent due to the unusual mode of packing. Were care taken to assimilate the packages to those employed for Manila and Swatow Sugar, the principal obstacle that impedes the consumption of the new commodity would be overcome. No Sugar, so far as I can judge, will be brought here with profit in the early part of the approaching season. Iron, on the other hand, has been barely sufficient for the demand. This must be attributed to the disappointment experienced by those who speculated in it in 1866, and to the fact that the protracted winding up of the affairs of a bankrupt firm, retained, for a considerable time, unsold, a quantity large for this market. Not long ago, at a secluded inn in the hills some fifty miles from Ying-tzŭ, a man anxiously enquired of me whether the Foreign Iron mines were being exhausted. He was the village blacksmith, and was in the habit of resorting twice a year to this port, in order to procure his supplies of the more finely worked metal; and the high price had rendered his last visit a failure. Fêng-t'ien itself produces Iron of no inferior quality. At Pei-chia-hu, forty miles South-east of Moukden; at T'ien-shu-kou near Hsing-ching, and in the hills of Sai-ma-chi, half way between the oldest capital and the Yellow Sea, Coal and Iron are found side by side. At each of these places, ten peculs of the former article can be purchased for one tael, and one pecul of the latter for three taels. The last of the three I have visited. The more closely adjacent districts form a diminutive Black

Country.

Country. Everything is tinged with Coal: half the men one meets are begrimed with it; it takes the place of millet stalks and charcoal—heats the k'angs—is used for all domestic purposes—is piled up in every house yard—encumbers the road sides with its dust and ashes—and conceals the sky above the hill tops with a thick cloud risen from the miners' fires and the iron furnaces. The mines are subjected to no restriction nor exaction on the part of the Government. Any one may seek for a seam, and, if he finds one beyond the limits of existing mines, may work it on payment of a percentage to the owner of the land. At Sai-ma-chi there are three or four establishments for smelting Iron, and over a score of Coal mines. The shafts of the latter of course penetrate almost horizontally, and vary considerably in size. Some extend four or five hundred yards, and give employment to as many men. The anthracite found here is of excellent quality. The rooms in the inn were heated by an open stone stove, into which piece after piece was cast, without a particle of smoke coming forth. The Iron is wrought in the rudest manner. Strange as it may seem, under the very shadow of the smelting furnaces, kettles and such articles of household use—rough themselves in the extreme—were all of Moukden manufacture, having been carried three hundred *li* by a bad mountainous road. Ten miles from Sai-ma-chi, Sulphur is found. It costs a mace and a half per catty. The disposal of it is sanctioned, on condition of a certain quantity being annually delivered to the Government. Formerly, also, this district had to aid in the preparation of the powder required for the hunts in the forest, that stretches from the mouth of the Ya-lu: to the sources of the Sungari. Kien-lung is the last Emperor who entered Manchuria, but up to the early part of Hsien-fêng's reign, the Generals governing this province and Kirin, were supposed, after the first fall of snow, to chase the tiger and the leopard for the Imperial benefit. The one started from the South, and the other from the North, and they hunted until they met. During the third year of Hsien-fêng, the Governor of Fêng-t'ien was relieved of his portion of the duty; but that devolving on his colleague is, it is said, still performed by deputy. A massive building which, almost alone, is not a ruin, in the wilderness that surrounds Yuen-ming-yuen, is still shewn to visitors as the Tiger City, but long before the Imperial pleasure grounds were laid waste, it had become devoid of occupants.

I may here remark, that Kirin possesses Coal, but not Iron. Old and extensive mines of the former are to be found at Wu-li-chieh, twenty-five miles to the North-east of the capital at La-pa-ko; to the South, and at Huo-shih-ling, two hundred miles away on the confines of Mongolia. At I-t'un also, not far from the point close to the Fêng-t'ien frontier, where two streams diverge,—one flowing Westward to join the Liao, the other to the North-east to join the Sungari,—a seam was last year opened by a visitor from the not distant Mongolian trading town of K'uan-ch'êng, and more than a hundred workmen are now employed by him upon it. As in the neighbouring province, he simply pays a percentage to the owner of the ground. But all the Coal of Kirin is inferior; it is offensive in smell, and so deficient in heat-giving power, that the metal workers in the capital are forced to mix charcoal with it. Portions of the preceding lines may appear a mere valueless string of names; yet the information it contains could not have been procured here, and was only obtained at Kirin after considerable questioning and sifting. The intercourse in these districts between the intelligent classes, is strangely limited. They quit their places of residence with reluctance, and when circumstances necessitate such a step, they confine themselves to the objects of their visit, and take no interest in the novelties that may surround them; and the carters give no thought to anything, but the rest and food of themselves, and their teams, and cannot even tell the distances on the roads which they may traverse a dozen times a year.

Opium is characterized by a slight decrease. This circumstance however possesses no significance. Careful and well distributed enquiries, tend to show that since the opening of Ying-tzŭ to Foreign trade, this commodity has become in the interior, cheaper by one-half, whilst the number of the smokers has been trebled. In a little village among the highlands that form the Northern border of the Fêng-t'ien hill district, I lit upon four or five acres given up to the cultivation of the poppy. An acre there yields two hundred taels weight of the drug. It was spoken of as being well flavoured, but deficient in strength, and was twenty per cent cheaper than Foreign Opium. Farther North, near the Mongolian town of Po-li-tun, it is sown on a larger scale, but with smaller results, an acre only yielding one hundred taels weight. In Kirin the production is carried to a much vaster extent. At least three hundred peculs are yearly brought into the market, and the drug is even offered for sale in the shops of Ying-tzŭ. In the neighbourhood of the producing districts, the presence of the Native article must be prejudicial to its Foreign rival. At Kirin, I found the price of Opium considerably lower than it was at Ying-tzŭ when I left. The cultivation of the Poppy was only commenced in this portion of the Empire three years ago.

By far the most gratifying feature of the trade of 1867, is the extended demand for Manufactures. Ninety-nine thousand pieces of Cotton Goods were imported, against forty-two thousand in 1866; and twenty-eight thousand pieces of Woollen Goods, against three thousand in the latter year. If Market reports, also, are to be trusted, the prices obtained here were better than those procured elsewhere;* and this satisfactory result has been arrived at, despite the

persistent

* The accompanying table *(Enclosure No. I., page 13,)* has been prepared with the utmost care, and will, I trust, be of interest and utility to some readers.

persistent determination of the Coreans not to purchase Foreign Goods. Native Merchants allege that during the summer a small quantity was smuggled, at a great cost, across the Ya-lu; but enquiries made by myself nearer the spot, would lead to the conclusion, that the prohibition is being carried out with successful stringency. To it, excessive importance has, I think, been attached by the Merchants of Ying-tzŭ. I chanced to visit the Gate at the time of the last fair, and certainly all I saw and heard, would induce the opinion, that Foreign and Southern commodities must be supplied from Ta-ku-shan which is distant only one day's journey. Lying at the mouth of the Yang, after the Liao the largest river of the province, it receives from that stream a tolerable harbour, and has become the chief port at the North of the Yellow Sea. A Bar has recently made its appearance, but, as the entire Southern coast possesses no rival spot, the advancement of Ta-ku-shan is not likely to cease. There are already there over forty thousand inhabitants. I saw at the Gate, no Foreign Goods, and the various articles of Southern Chinese origin, had all been brought from Chefoo viâ Ta-ku-shan. The only Corean commodities offered for sale were—Ox Hides, Paper made of the mulberry bark, and human Hair. The hair of the Corean boys grows low on the forehead, is parted in the middle, and is plaited into a thick tail behind. On marriage the back part is cut off, and this superfluity has become an article of commerce. A mace would purchase sufficient to make up a fair tail for a Chinese. Bicho de Mar and Ginseng were there, but they were intended as tribute to Peking. The more wealthy Coreans wore silk dresses of Chinese manufacture, the less wealthy wore their own, and the great majority were content with the very substantial Native Cotton fabrics. The Corean Silkworm feeds on the mulberry leaf, and the manufactured article is infinitely superior to that of Manchuria. But the business at these fairs is altogether insignificant. They take place thrice a year, and the aggregate value of all the commodities interchanged, does not exceed three hundred thousand Taels. The Coreans allege that they formerly purchased each year thirty thousand pieces of Foreign manufactures, and they, without doubt, at the same time, brought for sale a certain quantity of their own Cottons. The latter are now all retained for home consumption, and the disappearance of both from the fairs, must, of course, have greatly depreciated their importance. Opium smoking is not allowed in the Corea, but those visiting the Gate are disposed to practise the pleasant vice in secret, at the houses of their Chinese friends, and many whom I met, asked after the euphuistically called Foreign medicine, in a hankering manner. The race seems an effeminate and ease-loving one, and I am much deceived, if, on the opening of the country, drug does not force its way into it. A self restraint only practised by the aid of artificial restrictions on trade, and of the influence of a temporarily prosperous policy, must fall to the ground, when that policy is overturned, and when close and general intercourse is substituted for it. At present, the feelings of the Coreans are decidedly antagonistic to Foreigners; it was amusing to watch the consistency with which all, merchants as well as the officers in charge, maintained their native poverty. The land, they urged, contains only high hills, and sterile valleys yielding barely sufficient for the support of the inhabitants. These remarks were made even more zealously by the traders than by the officials; and this circumstance combined with the fact, that, despite the facilities afforded by a frontier of a frozen river bordered on one side by a forest, no attempts at smuggling have been made by themselves, would tend to prove that the people sympathise with the desire for seclusion, manifested by their rulers. So far as I can venture to express an opinion, the former neither excel in honesty, nor the lower officials in self-respect. An inn-keeper will not be responsible for the contents of a guest's room, if Coreans are admitted, and the officials demand presents in the most shameless manner, and permit oxen drivers—a most degraded class, foul in appearance and expression—to crowd familiarly into their rooms.

But, laying aside the possible extended cultivation of the Hunting Forest, or West Ya-lu valley, it is on the prosperity of the regions North of Ying-tzŭ, that the future of Foreign Trade at this port, must altogether depend. It is the North, not the South, which has been enriched by the augmented prices of produce, and which is now pouring out a portion of its gains, in the gratification of more extravagant tastes. The Southern half of Fêng-t'ien—roughly defined by a line drawn from the extreme North-east corner to a point a little below Ying-tzŭ—is a mere mass of hills. Between Ying-tzŭ and Fêng-huang in the South-west, are a score of breakneck passes, which must be fearful obstacles to a heavily laden cart; between Fêng-huang and K'ai-yuen in the North, are at least other two score. The hills are either barren, or are covered with a dwarf pine and scrub oak. The leaves of the latter feed a few Silkworms, but beyond this and the supply of firewood which they afford, the hills in no way contribute to the support of the inhabitants. These are few in number, and are able to raise a surplus produce, nine-tenths of which are forwarded to Ta-ku-shan; certainly not more than one-tenth reaches the lifeless and ill-placed cities on the lower West Coast. Recently, also, there has commenced an attempt to colonize the Hunting Forest, which too often of late has been only a haven of refuge for men, as savage as, but more cruel than, the wild beasts which surround them. The immigrants are to be found close to the barrier half way between Hsing-ching and the Yellow Sea. Their presence, however, is not sanctioned by the Peking Government, and whether they are to be expelled, or encouraged to remain, are questions

still

still undecided.* Just within the barrier, is the village of An-yang, from which a road runs to Ta-ku-shan, and it is through this channel that the Pulse not required by the settlers, is disposed of. But even with this new element, that port does not annually receive over five hundred thousand peculs. Ying-tzŭ, on the other hand, in 1867, gathered from Northern Fêng-t'ien, South-western Kirin, and South-eastern Mongolia, six times that quantity. Indeed, the world can show no regions, in ordinary times, more successfully cultivated than these. To a traveller in this province, few incidents can be of greater interest, than the sudden emerging into the plain, from the elevated table lands which, near T'ie-ling, form the rim of the North-eastern heights. For weeks, one has been journeying among hills wedged so closely together, that a valley more than half a mile wide, and a mile long, is very rarely seen, along roads broad enough for a single cart, and on which the snow two days old may lie untrodden, not hearing once in forty-eight hours the pleasant bells of the wagon teams, and then meeting but two or three wagons in a train, advancing for half a day without the eye lighting on a sign of human habitation, and at last arriving at a village consisting perhaps of a single inn and its dependencies; suddenly, above T'ie-ling, the carts reach the summit of a deeply cut steep pass; through the opening below the sky alone is visible, and one seems about to be hurled headlong into space, when in a moment the high banks recede, and beneath, stretching far away to the North, is a plain, variegated only by the summits of the offshoots of the range that on the East juts out along the border of the forest, and by a few bald, rounded elevations on the West, and, serpenting over the plain, is one of the two great highways to Moukden, fifty yards wide, covered with wagons a hundred in a train, and studded, on either side, with villages of stoutly built tiled houses, that stand out in fit harmony with the thickly furrowed fields, that are their background.

The North-western portion of this province, naturally sandy, suffered to a considerable extent from the parching weather, and subsequent late and too heavy rains, which elsewhere threatened to prove so disastrous. The fields only brought forth half their usual crops. The produce goes chiefly to Chihli, but the supplies of Foreign Goods are drawn from Ying-tzŭ. Eastward, in every direction of a line drawn a hundred miles West of Moukden, the untiring industry of the Chinese has met with an ample reward. For in these parts, it is the Chinese who are the tillers of the soil. In those districts of Fêng-t'ien that are under the undivided jurisdiction of a Manchu Military officer, the Chinese can purchase land only sufficient for their house and their grave, but they are allowed to lease as much as they may desire. Of this concession they avail themselves largely, and indeed, would seem to prefer the arrangement to actual ownership, as, even where the restriction is unknown, they are found the tenants of the less agricultural race. The rent is usually paid in kind, and is calculated at a certain proportion on the yield of each t'ien or lot. The size of a t'ien varies in the different localities from six mow to ten mow, but the latter dimension is that most generally accepted, and it is of it that I am speaking. The average yield of a lot, increases from fifteen peculs in the arid west, to twenty peculs in the more fruitful east, but from their proximity to a denser population, and to an easily reached consuming market, the owners of the sterile valleys that slope towards the head of the gulf, are able to exact as rent a third of the crop, whilst the more distant proprietors of better land receive but one-seventh. Few large proprietors are found here. Two hundred t'ien in the west, and four hundred in the east, constitute extensive estates. If the stories of one class, the dependent one, are to be credited, landlords are not often disposed to exercise forbearance, yet the cultivators with unwearied diligence devote to the soil every attention which it is in their power to bestow; they do not claim improvements either at the present or future cost of the owner, and, by assiduous care, afford the latter no opportunity of complaining that the full fertility of his fields has not been extracted, and that, but for the indolence of the occupants, the two interests would have been benefited. And their difficulties are not slight. From a glance at the map, it might be inferred that irrigation could not be one of these. Between the Great Wall and the Liao, a score of streams join the gulf, and the East, with that river and its numerous tributaries, would appear to be free from all apprehension of drought. Such, however, is not the case. The Liao, from the number and variety of its feeders, is ever able to maintain a fair volume of water, but the others, after being flooded by the spring thaw, are, to a very great degree, dependent upon rain. They neither take away the superfluity of lakes, nor are they aided by the constant melting of snow from high mountains. The snow falls light in Fêng-t'ien, and the hills are low. The streams thus fail at the very time their help is required, and the farmer looks in vain to a barren channel or a trickling rivulet, for the refreshment which his dust covered crops too urgently demand.

The soil of South-western Kirin is richer, and, in the lofty range which forms its Southern boundary, that tract possesses a superior source of natural irrigation. Though a t'ien there yields twenty-four peculs, the proportion, in the case of lease-hold, paid to the owner, is still a seventh. The settlement began under K'ang-si; immigrants

arrived

* Gold washing is, there can be little doubt, carried on extensively in the forest. The Gold Dust is brought to Kirin for disposal; but I found it impossible to procure any exact information on the subject.

arrived from Shan-tung and from Chihli, and, on a district becoming sufficiently populated, an officer dispatched from the capital, apportioned the ground and delivered proofs of acquisition according to the results of the labour of each man or family. And these early settlers, certainly selected a well favoured land. Less fertile than Mongolia, it surpasses it in beauty. The undulations are more frequent and more abrupt, and on many slopes superstition has still preserved the oaks, whilst the monotony of the intermediate plains is relieved by the view of a hundred remote peaks, and by isolated wooded hills crowned with Taouist Monasteries. Not a few large estates exist here, and families that have been wise enough to avoid disunion, may own over two thousand t'ien. A portion of the Pulse is manufactured on the spot into Oil and Cake. The former is sent here, but the latter is retained chiefly as food for the black pigs, which, at all seasons throng so thickly into this port, and the salted flesh of which forms an important junk export. I-t'un, a village about which I have spoken when treating of Coal, is the chief breeding place, and yearly sends out sixty thousand droves of from sixty to seventy. It owes this superior position to the presence of three distilleries, in which millet, barley, and the red and black pea, are converted into that fiery spirit, so loved by the natives of the North. The city of Kirin is, by the principal route, four hundred and fifty miles distant from Ying-tzŭ, and is situated on a reach of the Sungari, where that river, sweeping up from the south-west, flows from west to east for four miles, before turning to the north-east. Bordering the reach, on the north side, between the bank of the river and the range of hills that follows its course, is a flat expanse on which Kirin stands. Within the valley, walking from the west gate to the east, only a space of two miles will be traversed, but with its suburbs, the city fringes almost the entire reach. The bank, on which the actual city is constructed, is steep and elevated, and, in winter, towers sixty feet over the frozen stream. Along it, extends one of the five principal streets, that on which the governing General's Yamên fronts, and the precipice is guarded only by a shaky wooden railing three feet high. On some projecting points of the bank, fragile houses chiefly of wood and paper have been erected, but almost everywhere, nothing intervenes between the gazer and the snow covered ice-field, under which ripples the purest and most renowned water of Manchuria. During the reign of Tao-kuang, the river had so cut into the bank, that it was found necessary to level over the excavation with a wooden platform, and on this the street now runs. Kirin,* in no way, resembles a collection of huts, the expression used as a description of it in the most accurate work on China. With the suburbs, it must contain at least one hundred thousand inhabitants, and it presents a bustling and comparatively wealthy appearance. The houses are well built of brick with tiled roofs, and the internal fittings of some shops, are incomparably superior to the rude attempts seen here, and would not even shame the well appointed environs of Canton. The city is not a depot for Grain or Pulse, but is the centre of the traffic in Hemp and Tobacco. The excellence of the Resin derived from the adjacent forests, has also introduced a branch of workmanship, that would scarcely be looked for, in so remote a spot. Lacquered Presses, Boxes, Candlesticks, and even Coffins, are produced in considerable numbers. The colours selected are always gaudy, red being the favourite, but the lacquer is very thin, and loses its freshness in a year. In winter, the Sungari is a quarter of a mile broad; but in summer, the waters, I was told, expand to double that width. The average annual rise is between fifteen and twenty feet; occasionally it attains to thirty or forty, and in 1856 the city was menaced with inundation. The Sungari is free from ice for seven months, during which it can present no obstacle to the largest river steamers, and the first rapids are only found fifty miles above Kirin. It may not be generally recollected, that, under the Treaty of Aigunt of May, 1858, Russia possesses the right of navigating all the affluents of the Amoor. Under the favoured nation clause, this privilege, of course, equally appertains to other Treaty Powers. The western bank is already fairly settled, but the Pulse and Corn are forwarded through K'uan-ch'êng; on the East, cultivation becomes more scanty. A good road however communicates with Hun-chun, near Passiett, and carts journey there in seventeen days. In the neighbourhood of Passiett there has taken place an extensive immigration of Coreans, in whom the Russians find admirable tillers of the soil.

The colonization of South-eastern Mongolia, began under Kia-king. In the first year of that monarch's reign A.D. 1796, K'uan-ch'eng, known officially as Ch'ang-ch'un, the most important trading town, was founded. It is the seat of the sub-prefect exercising jurisdiction over the Chinese in the farther half of the settled tract. Yü-shu-ch'êng, known officially as Ch'ang-t'u, which occupies a similar position in the more western portion, was founded in the sixth year of the same sovereign. The one, pleasantly situated on the western slope of the valley of the I-t'un stream, an affluent of the Sungari, may possess eighty thousand inhabitants. The other is forty miles away from the chief channels of communication, and is in every way less important. The first prefecture is attached to Kirin, the second to Fêng-t'ien. They are not depots for either Pulse or Grain. Most of the

* In many maps the city of Kirin is termed, Kirin-Oula. Oula, or more correctly according to Mr. Wade's orthography Ula, is simply in both the Manchu and Mongol languages, the word for "hill."

the farmers take to them their produce, and either dispose of it to the dealers, or leave it for sale; a few of the wealthiest consign their own, to the warehouses of the Southern depots. But, in any case, it simply passes through the Mongolian towns, and is often not even removed from the original carts. As in Kirin, a portion is retained for conversion into cake, which is principally employed as food for the farm teams, whilst the Oil is forwarded to Ying-tzŭ. In winter, the streets of K'uan-ch'éng are more thronged than those of this port. I quitted it on the sixteenth day of the first moon, just as the New Year holidays had come to a close, and passed, bound to the South-west, continuous trains of wagons at least eight miles in length, or, roughly speaking, twelve hundred wagons carrying forty-three thousand two hundred peculs, and giving employment to over ten thousand beasts of burden. Indeed, the entire road to the Fa-k'u gate resembles more the suburb of a populous city, than a highway connecting points one hundred and seventy miles apart; villages and inns occur in almost unbroken rows, and coming towards the Fa-k'u gate, I found the road for four miles from the foot of the wall, blocked up by tiers of carts, which even encroached on the adjacent fields. Originally, a lot of untilled land was sold by the Mongol dignitaries for about one mace and a quarter. At present, the price is twenty times as great, whilst the cost of the same quantity cultivated, varies from thirty to thirty-five taels. No taxes are paid to the Imperial Government, but the original proprietors receive an annual ground rent of, according to locality, from three mace and a half to five mace and a half. Four thousand t'ien may here belong to one family, and thirty to thirty-two peculs are considered a fair yield. Thus, taking thirty taels as the price of a reclaimed lot, it represents, at an average price for produce, seventeen years purchase. Though the tract originally intended for colonization has not been exhausted, sales to the Chinese have become of rare occurrence, and the Mongol chiefs are exerting themselves to encourage agriculture among their own people. But the attempts of the latter are said to display want of skill, and they only meet with success, when they limit their efforts to the little which, when well cooked, possesses a palatable flavour not shared by the larger grain, whilst two bundles of its straw with a dozen catties of mixed pulse and millet, are in these parts, regarded as the healthiest day's meal for beasts of drought on the road.

The plough has everywhere brought behind it, the inestimable boon of a more temperate winter. Cotton is now produced in abundance, in districts, on which, ten years ago, the plant would not even flower. The remarks in a preceding report as to the difficulties to be anticipated from early frost, are, therefore, not wholly applicable. With an ordinary harvest, beggary is everywhere unknown; and little wonder is there, that it should be so, when a year's ample fare for a farm labourer, costs barely twelve taels. On the floors of the inn corn rooms between Kirin and the Fa-k'u gate, grain, carelessly spilt from the measures, lay thickly strewn; and pulse and millet, innumerable samples glanced at and cast away, were being trodden under foot at the doors of the dealers and warehousemen of K'uan-ch'éng. This superabundance, combined with the fact that the tide of immigration has never ceased, justified the opinion that during the past winter, it must have swollen to a larger volume. And one travelling from Moukden to Peking towards the close of February, would have soon found this anticipation confirmed. Judicious precautions, and an unexpectedly fruitful second crop, warded off the extreme of dearth from Chihli; yet it was sending out many little troops of silent men, and carts carrying families of three or four generations, all wending their way towards the East, and all with the same tale, that greater numbers had gone before. Of late years, with no exceptional circumstances in operation, immigration has been limited to single men, who seek employment in the cities and towns, who pay occasional visits to their homes, and who evidently look forward to an eventual permanent return. It is out of the older colonised districts of Kirin and Mongolia, that has come forth the element which is introducing cultivation to the remoter North and East; the available unreclaimed lands are too distant, and the difficulties to be encountered are too great, for the less enterprising natives of China Proper, and it is doubtful, whether those who have now brought out their families, will prove more hardy. No supervision is exercised over the immigrants by Government; only, if they choose to pass the Shan-hai office, they are called upon to state the parts in which they propose to settle, and their names are transmitted to the officer of the district named, but there is no guarantee that they will do as they say; whilst, if they object to being questioned, they can, by wandering a few hundred yards to the right hand or to the left, clamber through gaps in the Great Wall.

In my Report for 1865, I furnished a few details regarding the links in the chain, which connect the seats of production with the sea. I am now able to render this information more complete and more accurate, and the approaching establishment of a steam manufactory for Pulse Cake may endow it with greater interest. In the arrangement of the system, the object kept in view is the maintaining of water communication with Ying-tzŭ, after the roads are rendered impassable by the spring thaw. Ying-tzŭ is first filled, then T'ien-chuang-t'ai, the older port above it, then Moukden and Sin-min-t'un, both the same distance from Ying-tzŭ, but situated, one on a branch, the other on the main, Liao; the wagons are next concentrated on T'ie-ling, which lies on a feeder of the North-east Liao, and the remnants are collected at Kai-yuen, which possesses an imperfect water communication

with

with T'ie-ling, and at the Fa-k'u gate, directly North of Moukden, between which and the North-east Liao, there is a fair road of barely two hundred *li*. By the end of March, Mongolia is emptied, and as shipments quit Ying-tzŭ, fresh supplies glide down through the various channels, until each granary is almost exhausted, just as the crops of another year are being gathered in. The cost of winter transport is singularly cheap. From Kirin to Ying-tzŭ, a distance, as I have said, of four hundred and fifty miles, a weight of a pecul is conveyed for one tael and one mace; from K'uan-ch'êng, three hundred and seventy miles, the charge is six mace and a quarter, yet a wagon cannot carry more than thirty-six peculs, and ordinarily requires the care of two men, and a team of from six to nine mules or ponies, and the latter too often do not escape scatheless from the contest with the roughness and slipperiness of the highways. The commodities taken back, being, with the exception of salt, much less bulky in proportion to their value, many wagons are forced to return either empty, or with such profitless burdens as old oil boxes and baskets. Freights sufficient to cover travelling expenses, are therefore accepted willingly, and opium can thus be conveyed at a cost of actual carriage, less by two-thirds than the sum paid for the transport of an article, worth scarcely a hundreth part of its value. The tariff for water carriage, is of a less fixed character, but I should estimate it to be one mace and and a half per pecul for each hundred miles. I shall perhaps hardly be credited when I add, that goods conveyed to and fro between Mongolia and Ying-tzŭ, pass but one tax station, and, that, at it, a wagon load of the most valuable commodities will be subjected to a contribution of only nine mace, whilst on grain and pulse, there are levied but one mace and a quarter.

It is then to the increasing wealth of the fortunate regions to which I have thus briefly referred, that the unexpected consumption of Foreign Manufactures must be ascribed. The change has been so unlooked for, that it is difficult to speak with certainty as to its continuance. That the demand has not been a whim of fashion, nor simply the fruit of a short prosperity, is, I think, clearly shewn by the fact, that it continued during the earlier months of the past year, whilst drought was scourging the entire country, and whilst it seemed probable, that inevitable want was in prospect. When a farmer with the loss of his season's toil imminent, is able to open his chest for the purchase of gaudy fabrics for his wives and children, it is palpable that his position is an assured one—that it has not been attained to by one year's success, and that it need not dread one year's disaster. I am confident, also, that the stagnation which characterized 1865 and 1866, was, to no little extent due, to the proximity of the organized banditti whose overthrow at the Mongolian town of Ch'ao-yang-p'u in March of the latter year, is perhaps the most creditable act performed by the disciplined troops under native leadership. The career of these outcasts was, indeed, a short one, for their first deed of audacity—the sack of Hsing-ching, near which in a wooded valley lie the oldest tombs of the dynasty—was committed in the early winter of 1865, whilst they were dispersed and their leader was slain by the following early summer. But before the gauntlet was thrown, men's minds were made uneasy by the growing number of scattered lawless bands, and after victory, some time naturally elapsed ere there was established that confidence in the duration of tranquillity, without which no one would willingly exchange the easily hid and easily removed silver, for household luxuries that must become the prey of the first invader. On the whole, though I am not so sanguine as to anticipate an increased importation of the various descriptions of Piece Goods, I consider that no diminution of importance need be apprehended. The prosperity of all classes is entirely dependent on the character of the harvests, and, in the absence of successive dearths, it is not likely that the gratification of more expensive tastes, now commenced, will cease. Foreign Piece Goods are far from being articles of necessity. The more costly ornamented mixtures of cotton and wool with silk, are all bought for the dresses of women and children, whilst shirtings are only used as their underclothing, or as that of men, who are not forced to a perpetual manual toil. The labourers of every class, wear Cotton clothing woven and dyed by their own families. In regard to the mixtures to which I have alluded, it seems strange that manufacturers do not find it profitable to select with greater care the colours and patterns popular among the Chinese. I have seen some cases of figured lustres in which half the colours were offensive to modern Chinese ideas of dress, and others in which the patterns were fit only for window curtains.

Exports naturally display a considerable increase. The excess of Pulse as compared with 1866, amounts to three hundred and ninety-five thousand peculs; that of Pulse Cake to seven hundred and ninety thousand pieces. Junks also have taken away a much larger quantity than is ordinarily shipped in them. The harvest of 1867 was less fruitful than its predecessor; enormous quantities of Grain and Pulse have been transported to Chihli, and in the growing districts prices are exceptionally high. A decrease in the total quantity exported, may therefore be expected during the ensuing season, but it will doubtless altogether fall on junks. No Native Products have assumed a new importance. It is found impossible to ship Silk with advantage; and Tobacco, here smoked by every class and sex, and at every age, from the child of eight to the old man or woman of eighty, is too hot flavoured for the more delicate palates of the South. Timber alone may hereafter tend to advance the wealth of this province, and may even accelerate the development

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of greater resources. The city of Kirin is named by the Chinese Ch'uan-ch'ang, the Dock Yard, and, it is so called because it is there that the fleet for the maintenance of order among the Mongols and Tartars to the North and to the East, is constructed and repaired. The fleet actually exists, and a hundred flat-bottomed Gunboats beached near the Western suburb are shewn to the stranger, but the forests of the Northern slopes of the Long White Mountains are well fitted for more useful purposes. A certain quantity of timber is now conveyed by cart to Moukden, and to one or two points on the upper Eastern Liao. What this quantity is, I am unable to estimate, but it cannot be very great. The maintenance of a team for carrying purposes alone is unprofitable; it only becomes lucrative, when the animals are at the other seasons made use of in farm labour, whilst all those thus employed, must, in winter, be required for the transport of that which they have aided to bring forth. By the stream which flows past the two ancient capitals of the Manchus, the lighter trees from the nearer hills of the hunting ground, are floated to the gulf, but in the Ya-lu, Ta-ku-shan enjoys a highway which, when the building of foreign shaped coasting vessels is seriously entered upon, may render it the great ship yard of the North. For such vessels, no better materials are required than the yellow, red, pitch pines and the larch, and both the great valleys that are separated by the loftiest range of this portion of Asia, are characterised by a sufficient lowness of temperature, and possess in different localities, the variety of soil of which each species is in need. As is ordinarily the case, the pine on the Northern side attains to larger dimensions, and all who have seen here, the stout oil boxes constructed of the least valuable kind, must have admired the width and quality of the planks; but, in wood, size is not indispensable to goodness, and even, if it were so, the logs borne down by the Ya-lu may dread few comparisons. At present, the sole outside demand emanates from Chefoo, and owing to the difficulty of transport only, the smaller specimens cross the Yellow Sea, whilst the forest that so long has been allowed to remain a wilderness, is thick with magnificent trunks, and with the tough upright sticks, that elsewhere are becoming more rare. Fairly grown oaks and elms, also, though less numerous, are not absent, and when the best use of these gifts of nature is comprehended, the Coal and the Iron must soon be appreciated.

You are cognisant of the reasons that have retarded the transmission to you of this Report.

I am, &c.,

A. MACPHERSON,

Commissioner of Customs.

To ROBERT HART, ESQUIRE,

Inspector General of Customs,

PEKING.

(ENCLOSURE

(ENCLOSURE No. I.)

COMPARATIVE TABLE OF PRICES OBTAINED AT SHANGHAI AND THREE NORTHERN PORTS, FOR THE MORE IMPORTANT MANUFACTURES.

		Shanghai.	Newchwang.	Tientsin.	Chefoo.
April.	Grey Shirtings, 8 lb 4 oz.,	2.55	2.80	2.55	2.59
	White „ 66 reed.,	2.90	3.08	2.85	...
	T-Cloths, 7 lb,	2.20	2.28	2.28	2.20
	American Drills,	4.60	5.00	4.45	5.00
	Figured Orleans,	5.30	6.80	5.46	5.10
May.	Grey Shirtings, 8 lb 4 oz.,	2.62	2.57	2.57	2.67
	White „ 66 reed.,	2.85	2.90	2.85	...
	T-Cloths, 7 lb,	2.20	2.25	2.10	2.25
	American Drills,	4.75	4.75	4.20	...
	Figured Orleans,	5.15	6.05	5.27	5.40
June.	Grey Shirtings, 8 lb 4 oz.,	2.46	2.65	2.50	2.59
	White „ 66 reed.,	2.85	2.96	2.80	...
	T-Cloths, 7 lb,	2.20	2.25	2.05	2.16
	American Drills,	4.60	4.75	4.20	4.75
	Figured Orleans,	4.80	5.98	4.80	5.25
July.	Grey Shirtings, 8 lb 4 oz.,	2.70	2.68	...	...
	White „ 66 reed.,	2.85	2.95	...	...
	T-Cloths, 7 lb,	2.20	2.30	...	...
	American Drills,	4.80	4.62	...	...
	Figured Orleans,	4.70	5.08	...	...
August.	Grey Shirtings, 8 lb 4 oz.,	2.70	2.80	2.70	...
	White „ 66 reed.,	2.80	3.00	2.70	...
	T-Cloths, 7 lb,	2.40	2.30	2.20	...
	American Drills,	4.90	4.65	4.50	...
	Figured Orleans,	4.70	4.70	4.75	...
September.	Grey Shirtings, 8 lb 4 oz.,	2.59	2.85	...	...
	White „ 66 reed.,	2.75	3.00	...	...
	T-Cloths, 7 lb,	2.20	2.20	...	...
	American Drills,	4.00	4.80	...	...
	Figured Orleans,	4.35	4.80	...	...
October.	Grey Shirtings, 8 lb 4 oz.,	2.55	2.90	2.50	...
	White „ 66 reed.,	2.55	3.00	2.50	...
	T-Cloths, 7 lb,	2.20	2.25	2.15	...
	American Drills,	4.25	4.88	4.37	...
	Figured Orleans,	4.35	4.60	4.25	...
November.	Grey Shirtings, 8 lb 4 oz.,	2.58	2.80	...	...
	White „ 66 reed.,	2.50	2.80	...	...
	T-Cloths, 7 lb,	2.12	2.25	...	...
	American Drills,	4.20	4.60	...	...
	Figured Orleans,	4.10	4.60	...	...

TIENTSIN TRADE REPORT,

FOR THE YEAR 1867.

The trade of the port during the past year, has been influenced chiefly by the bad harvest of the province. This cause has diminished, although not to so great an extent as was expected, the demand for Cotton manufactures and other Foreign goods; but it has also made it possible, for the first year since the opening of the port, for Foreign vessels to take part in the importation of grain from the South, and it is probable that the increased employment of Foreign vessels in this branch of trade will in time make the food supply of the North less uncertain than it has hitherto been. The Export of Cotton has fallen off to about a fifth of the quantity of the preceding year, owing to the deficiency of the crop, and the increasing supply of Indian Cotton in the markets of the South. A beginning has been made in the Coal trade; and the arrival of a vessel with a cargo of Cotton and Woollen goods direct from England, has furnished the community with the means of comparing the expense and other conditions of direct supply from Europe, with those of supply via Shanghai. The value of Foreign imports in 1867 was... Tls 9,252,155 against Tls 12,009,222 in 1866.

Chinese produce imported, ...	„	4,244,942	„	„	4,574,235 „
Exports, ...	„	1,223,197	„	„	2,687,962 „
The Totals being for 1867,.....	Tls	14,720,294	„	Tls	19,271,419 „

There has been a decrease in the average prices, as well as in the quantities imported, of Cotton goods and Opium; in Chinese produce imported, the principal decrease has been in White Sugar and Silk Piece Goods; and what I have said about Cotton, accounts for the fall in the value of Exports.

The bad harvest was caused by a drought, which is said to have been more protracted than any experienced for a long time past. During the Spring and beginning of Summer the land was literally scourged with violent and sand-laden winds, and no rain worth mentioning fell until the beginning of August. The drought however did not extend to the Southward, and but little to the Westward of this province. Sufficient rain fell, and crops were good, in Shan Tung and Ho Nan and also in the Southern part of Chih Li. The fall of the year was almost as remarkable in the neighbourhood of Tientsin for excess of rain as the preceding months had been for want of it, and the country was flooded in several places adjoining the river. Throughout the province, however, a large portion of the Autumnal crops was harvested, and although the year has been one of great scarcity and high prices, it has not, as was once feared, ended in absolute famine. Grain has been double its ordinary price even at Tientsin, where communication with the Coast is good; in the interior the price has been of course much higher; and in many of the country places food-riots have occurred, kindling, at least twice during the year, into open brigandage. The Government and wealthy classes have not been wanting in charitable efforts, and numerous rice kitchens have been established in Peking, Tientsin, and other places, but such measures can have but little effect in restraining at such a time, the increase of the standing amount of misery in which too large a portion of this population is allowed in ordinary times to stagnate.

Supplies of grain were received through the interior from Shan Tung and Ho Nan, but were limited not only by the imperfect nature of the means of transport, but also by the want of security arising from the disturbed condition of the country. The supplies received through the port were :—

1.—The Tribute Rice from the Central provinces, peculs 1,014,440.

2.—Millet and Indian Corn from Newchwang (Manchuria),—quantity not ascertainable.
Peas and Beans from the same place imported in a Foreign Vessel,—peculs 5,911.

3.—Rice imported in Foreign Vessels from Shanghai and Hongkong,—peculs 113,008.
Wheat imported in Foreign Vessels from Shanghai,—peculs 79,498.

The

The quantity of Tribute Rice was not influenced by the demand here, having been fixed before the Northern crops failed, and being still, owing to the want of population in the Central provinces, far below the quantity for which those provinces are assessed.

I have not been able to ascertain what quantity of grain was imported from Newchwang. The harvest in Manchuria was good, and the importation of Millet and Indian Corn on a large scale, began as soon as the scarcity on this side of the gulf was foreseen. It is understood that the Newchwang supply was larger than that from the South. It was all brought in junks. except in one instance, in which a Chinese Merchant, formerly a Comprador in a Foreign house, imported a cargo of Beans and Peas in a Foreign vessel. The owners of the Native vessels engaged in the Newchwang trade placed difficulties in the way of the sale of the cargo, and did not remove them until the owner promised not to engage again in similar transactions. He did not bring his case to the notice of the authorities, who would probably have forbidden the combination against him, as they were anxious to encourage importation in all ways, and have since, themselves employed Foreign vessels for the transport of grain from the South.

Merchants, both Foreign and Chinese engaged in the Southern trade, gave their attention to the grain market early in the year, but were surprised to find how long it took the prices of Millet and Indian Corn, which form the main food of the bulk of the people, to attain a height which would make it profitable to import Rice and Wheat from the South. The importation began in June, and increased towards the end of the Season, portions being brought latterly in Steamers. The average price of Foreign Rice given in the Returns is *Tls* 2 per pecul, and of Chinese Rice *Tls* 2.40. Three cargoes of Rice were imported by the Chinese Government from Hongkong.

About the middle of the year the Export (or rather, shipment) duty on Rice, of one mace per pecul, was suspended by the Government in favor of Chinese shippers from Shanghai to Tientsin. The Chinese Government has never made the mistake of taxing the *importation* of Foreign grain; and it would be in accordance with the spirit in which it has thus abstained from decreasing the supply from abroad, to abolish entirely the Coast duty, so that there should be no obstacle to the distribution amongst the provinces.

Concerning the Tribute Rice, there is reason to think that the transport of it, as at present performed by junks, is a very expensive business. The loss by leakage and wreck on the sea voyage is considerable; and the junks, coming here early in the year because they are dependent on the monsoons, all arrive at about the same time, crowding the river and causing collisions in which they are generally the sufferers. A portion of the freight is paid by allowing the junks to carry certain goods free of duty, so that it is impossible to ascertain exactly what the service costs. It seems however that the quantity of goods carried under the exemption referred to is not great, as Chinese merchants prefer the safety and speed of Foreign vessels, for the carriage of their property. The Government is beginning to take the same view in regard to the Rice, and about a tenth of this year's tribute is to be carried in Foreign vessels.

As there are no granaries at Tientsin for the reception of the Rice, it has to be sent to Tung Chow as soon as it is taken from the junks, and the officials therefore press into the service all the lighters in the neighborhood, thus seriously interfering for a time with all other traffic. This evil might be mitigated if the transport were distributed throughout the year.

It is not only however the expensiveness of the whole transport—by sea as well as by river—as at present conducted, which is open to criticism. The necessity of bringing such a large quantity of Rice for the Government is, in the first place, very doubtful. Most of it is intended ostensibly for the Peking garrison, and is issued to the officers and men, by orders on the granaries for so much Rice to each. A soldier never obtains the quantity named in his order. It is said that he does not get more than seven-tenths, and that what he gets has been damaged by the watering to which much of the Rice is subjected to make it appear up to the right quantity when placed in the granaries. The discount on the soldier's allowance represents the charge which the officials and lightermen engaged in carrying the Rice from Tientsin to Peking, and the officials who manage the granaries, think proper to extract from the business. The soldiers are in the habit (liable only to occasional check) of selling their orders on the granaries to Rice shops, the proceeds being more than sufficient to buy a quantity of the coarser grain equal to the Rice they have sold. The Peking Rice shops are almost entirely supplied in this way, as the soldier, provided he gets something more than the price of coarse grain, can exclude the mercantile importer by selling the Rice for less than has been expended on its purchase in the South and its transport to Peking. The tribute becomes thus to some extent simply a trade in Rice carried on by officials at a great cost to the country. It would be better for the Government to draw from the Central provinces only so much Rice as it really required for the Peking garrison, and, by commuting the remainder of the tribute into money, to obtain the benefit of the difference between the price of Rice and that of the coarser grains (produced abundantly in Manchuria) which might be issued instead of the Rice commuted. If the entrance to the port were deepened, and the tax on the Coast carriage of grain—lately suspended—were entirely abolished, so that the services of Foreign vessels of all sizes could be brought freely into play, the Government might rely upon obtaining its supplies through Native merchants and Foreign carriers, at a smaller cost to the country than is incurred under the present system, and the food supply of the province generally would find itself on a better footing.

FOREIGN IMPORTS.

In my last report I pointed out the position occupied by Tientsin in the Foreign trade of China. Since writing that report the whole Returns for 1866 have been published, and show that for that year Tientsin was the port which received the largest amount of Foreign Goods, the value of its imports having been 12,009,222 taels, against 11,662,505 taels at Shanghai, and 11,936,880 taels at Hankow,—deducting in this computation from the total value of Imports at Shanghai the value re-exported thence to Tientsin, Hankow, and other ports. In 1866 there were 874,539 pieces of Grey Shirtings imported into Tientsin, against 544,165 at Hankow, 136,827 at Chefoo, and 76,652 (deducting re-exports) at Shanghai; and Tientsin received 9,162.85 peculs of Opium, against 6,298 peculs at Foochow, and 4,112 at Hankow.

As my subject admits of but little variety of treatment, I repeat the tables of the principal articles, given in my last report, adding to each a column for 1867.

COTTON MANUFACTURES.

Goods.	1861.	1862.	1863.	1864.	1865.	1866.	1867.
Grey Shirtings, ... *Pieces*	891,468	458,487	66,673	164,159	515,899	874,539	656,349
White „ ..... „	199,762	117,902	28,157	71,835	124,907	175,188	164,558
T-Cloths,..... „	160,946	169,277	15,199	36,520	85,884	97,542	126,393
All other kinds of Cotton Piece Goods, ... „	302,814	390,638	25,098	66,868	132,318	250,712	244,722
Average price per Piece of 8¼ to 8½lb Grey Shirtings „	Tls. 1.9	Tls. 2.2.5	Tls. 3	Tls. 3.7.5	Tls. 4 to 3.3	Tls. 2.9	Tls. 2.5.5
Total value of all kinds imported in 1865, 1866, and 1867,.....					Tls. 2,792,160,—Tls. 4,351,785,—Tls. 3,178,018		

In October the *Our Queen*, a vessel of 461 tons, arrived from Liverpool, bringing 70,500 pieces of Grey and White Shirtings and *T*-Cloths, 13,031 pieces of other kinds of Cotton goods, and 2,740 pieces of Orleans, Camlets, and other Woollen goods, for this port, besides a quantity of similar goods for Chefoo. I make special mention of the arrival of this vessel, because the question of direct trade with England in Cotton goods *versus* trade viâ Shanghai, is still discussed here. Another vessel is on the way from England. The outturn of the two cargoes ought to assist Merchants in deciding whether the saving of expense in the direct trade outweighs the advantages which Foreign producers and Chinese purchasers obtain by conducting the business at the chief port, Shanghai.

Inland taxation is not in this part of China a serious obstacle to the circulation of Manchester goods. The two chief difficulties in the way of the trade are, the domestic manufacture which supplies the poorer classes with a fabric, coarser but also stronger and cheaper proportionally than the Foreign article, and the expense of carriage through the country. Foreign Cotton goods occupy at present in common estimation and use, something like a half way position between Native Cottons and the coarser Silks; less durable but better looking than the former; cheaper but not so elegant as the latter. The principal purchasers, even at the ports, are not the working people, but the people a step or two above them. When the expense of carriage, and the inland taxation are reduced, the consumption of Foreign manufactures will of course be increased, but it is well to make a moderate estimate of the attainable increase, for although the range of the goods can be enlarged, they will still—unless a reduction be effected in the cost of production—pass over the heads of the working people.

The distance from here to T'ai-yuen-fu, the capital of Shan Si, is nearly 500 miles, and the average price of Grey Shirtings there has of late been Tls. 3.1 to Tls. 3.2,—very little more than the price said to be current at Soochow, which is only 80 miles from Shanghai. The goods are carried from Tientsin by water to Siao Fan, a distance of about 120 miles; thence they are carried the rest of the way in carts, and on mules through the mountain passes into Shan Si. The carriage is of the most expensive kind, and amounts to more than 2 mace per piece of Grey Shirtings. The inland charges, and the charge levied (in addition to the Tariff rate) at Tientsin, amount to 8 candareens 9 cash* per piece: including a bridge toll of 12 cash per piece, levied at Siao Fan. This information has been obtained from Shan Si Merchants.

* The excess over the total dues leviable if a Foreigner cleared the goods for the interior, is only fourpence per piece. I was therefore right in saying last year, with reference to Cotton Piece Goods, that "if the inland charges in this part of China exceed the Treaty Transit dues, the excess is so small, that the Native Merchant does not think it worth his while to try to get his goods passed into the interior under Foreign protection." At those places in the South where heavy charges are levied, the original cause has usually been the expenditure entailed by rebellion, and the barrier system is facilitated by the circumstances of the Water transport. No rebel movement of consequence has disturbed Chih Li since 1854, until lately; and it is very doubtful if heavy inland taxes can be imposed in the North, where the roads although bad, are so numerous, and the country so open, that it is probably easy for the carriers of most kinds of goods, except the most bulky articles, such as Coal, Wood, and Sugar, to escape the tax-gatherer.

Although Chih Li Cotton was sent in 1863 and 1864 through the Shanghai Market to England, and Mongolian Wool has been occasionally sent to the same country by way of experiment, the North of China does not as yet send any regular export to Foreign Countries, and furnishes no more experience in regard to that branch of the Transit Dues business, than I mentioned in my last report.

(June 13th, 1868.)

OPIUM.

OPIUM.

Opium.	1861.		1862.		1863.		1864.		1865.		1866.		1867.	
	Peculs.	*Cts.*	*Peculs.*	*Cts.*	*Peculs.*	*Cts.*	*Peculs.*	*Cts.*	*Peculs.*	*Cts.*	*Peculs.*	*Cts.*	*Peculs.*	*Cts.*
Malwa,	1,482	00	3,347	00	3,554	24	2,595	48	4,349	50	7,514	03	7,240	76½
Patna,	...	...	268	80	63	06	152	64	717	63	773	00	393	60
Benares,	...	...	...	...	...	...	9	60	364	80	500	40	104	40
Persian,	...	...	...	...	...	...	4	00	108	50	271	61	122	60
Turkey,	...	...	...	...	...	...	...	...	48	46	11	06	...	...
Prepared,	...	...	84	00	96	82¾	42	92½	65	18½	92	75¾	33	27
Total,	1,482	00	3,699	80	3,714	32¾	2,804	64½	5,654	07½	9,162	85¾	7,894	63½
Total value in 1865, 1866, and 1867,									*Tls* 3,356,596,—		*Tls* 5,768,169,—		*Tls* 4,513,959	

Native Opium seems to be for the present almost entirely driven from this market.

WOOLLENS.

	1861.	1862.	1863.	1864.	1865.	1866.	1867.
Camlets, English, ... *Pieces*	2,775	3,991	2,932	4,661	10,297	11,649	10,667
„ Dutch, ... „	200	...	4,000	...	...	60	80
„ Imitation and Bombazettes, ... „	70	...	120	990	1,988	1,689	650
Lastings, ... „	4,472	657	630	2,322	2,648	5,239	3,719
„ Imitation, ... „	...	...	1,464	8,983	9,401	6,335	1,095
„ Crape, ... „	...	50	80	...	40	11,579	11,580
Spanish Stripes, Superior, ... „	1,725	2,983	904	6,743	5,552	3,794	3,500
„ „ Inferior, ... „	...	...	...	...	738	879	240
All other kinds of Woollens and Woollen and Cotton Mixtures, ... „	8,661	4,265	3,744	4,420	41,447	60,403	70,680
Total value in 1865, 1866, and 1867,					*Tls* 686,997,—	*Tls* 864,324,—	*Tls* 787,515

MUNITIONS OF WAR, AND MACHINERY.

The value of the Guns, Muskets, Pistols, Gunpowder and Percussion Caps, imported last year, was, as far as could be ascertained, Taels 51,050.

A Machine shop and Foundry, under the management of an English Engineer, have been established by the Superintendent of Trade, at the Temple where the British Treaty of 1858 was signed. The apprehensions which all true believers in Fêng Shui must have felt, when the tall chimney was erected in such a place, seem to have been overcome without much difficulty, and the instance perhaps shows that the superstition is not so strong as has lately been supposed. A Gunpowder manufactory is about to be establised in the course of the present year, also to be under Foreign management. It is to be hoped that the recognition which the Chinese give in undertakings like these to their need of Foreign appliances and skill, may help to lessen the difficulties which stand in the way of developing the resources of the country.

COAL.

Amongst the possible Exports, Coal is the article to which most interest attaches. The quantity supplied to Steamers last year for consumption on their return voyages down the Coast was 8,190 peculs, worth *Tls* 90,097.

To the Merchant here, whose persevering efforts to get the Coal Mines near Peking worked, are on the point I hope of producing important results, I am indebted for the following memorandum, which contains the experience of the past year, and the latest opinions on the subject. The mistake made in the Tariff of 1858, when little or nothing was known about Native Coal, in subjecting it to a duty thirteen times (now twenty times, counting the Coast Trade charge) as heavy as that laid upon Foreign Coal, is now receiving the consideration of the authorities at Peking.

The

"The Chai-tang bituminous Coal has been tried last season by all the Steamers frequenting this port. By the "Engineers of all the Steamers the Coal is said to be of excellent quality and well adapted for Steamers' use. The qua- "lity is said to be equal to English Newcastle Coal, while there is much less ash and less smoke with the Chai-tang "Coal. There is also excellent anthracite at Chai-tang, which has been tried and very favorably reported on by several "of the Engineers.

"These Coals, which are most abundant at Chai-tang, and cost there but a trifle, could not be sold here last "year under 12 taels per ton, not including duty. The want of the means of conveyance was and still is the cause of "these high prices. The Coals are brought on the backs of mules from the mines at Chai-tang as far as Mo-shi-kew "(about 50 *li* West of Peking), and from thence to Tung-chow on the backs of camels. Each mule carrying from "2 to 2½ peculs, and each camel from 3½ to 4½ peculs: the time occupied in coming from the mines to Tung-chow, and "returning to the mines, is six to six and a half days.

"A good road fit for camels or carts would cheapen the cost of conveyance very much, and so impressed are "the Merchants engaged with Steamers of the necessity of having a good road, that money was offered me to make "a road. . . . . A good road as far as Yang-fang from Chai-tang would cost but a trifle; from Yang-fang to Tung- "chow an entirely new road will have to be made if it is to be of any service for cart traffic. A path for camels could "be made at a very small expense, but camels are unable to carry during the Summer months, which is the time when "Steamers most require the Coal. Were a tramway made Government might charge a small sum as mileage, on goods "conveyed on the road. I estimate that a good cart road would allow of the Coals being sold (at Tientsin) at 9 taels "(a ton) instead of 12 taels as last year; with a tramway they might be sold at 7 taels; and with a railway to Tientsin "or Taku they might be sold at 4 or 5 taels; at which price the Export would be very large, as the quality, so far as is "know at present, is not to be surpassed by any other Coal field in China.

"Want of water on the river was last year much felt, and caused great inconvenience in getting down the Coal "in any quantity. Were the river dredged between Tungchow and Tientsin, as it easily could be, and towing paths "formed on each side with the mud taken from the river, grain and other boats which have now to discharge into "smaller ones at Yang-ts'un, would then be able to take their cargoes direct to Tung-chow without loss of time or goods, "and at a great saving of cost.

"The people seem quite willing to have their mines opened and worked for them, and are now anxious to get "Foreign pumps to take the water out of their mines. Mr. Murray and Mr. Pumpelly on a former occasion explained "to them the use of Foreign machinery. There are several intelligent men amongst the miners, who say they would "gladly hail any improvements at the mines. The old Mandarin there is also favorably disposed towards Foreigners. "On a former trip Mr. Edkins and I frequently received and paid visits to him. On this last occasion, he finding me "uncomfortably situated in my lodgings kindly offered me a share of his own kang, and I believe that in many cases, "were we and our objects better known to the Chinese, we should meet with assistance, instead of, as at present, in too "many instances, having obstacles put in our way. I may mention also that lately a specimen of Silver Ore was sent "me from mines at Zehol, and the owners of the mines said they were anxious to get Foreign assistance to work them."

COTTON.

The quantity exported in 1867 was only 25,153.48 peculs, little more than a sixth of the Export of 1866. The year was bad, but even in good years the Cotton produced here is probably unable to compete to any great extent with Indian Cotton in the Southern markets. The extent to which the cultivation is already carried on in China, the skill of the farmers engaged in it, and the nature of the climate, are all favorable to the trial of experiments with American seed; and the visit of a Chinese Mission to the United States, furnishes a good opportunity for obtaining a supply of the different kinds.

Indian Cotton enjoys a slight advantage over Chinese, in being taxed only once—upon importation; whereas the latter is taxed at the port of shipment, an amount equal to the import duty paid on Indian Cotton, and one-half more at the port of discharge. The duty however is light.

TEA.

In 1866 the quantity sent to Kiachta, was—Brick Tea,		17,994.68	peculs, valued at	215,936	Taels.
Black „		10,704.91	„ „	299,737	„
Total,.....	(lb 3,826,612)	28,699.59	„ „	515,673	„
In 1867 the quantity sent to Kiachta, was—Brick Tea,		65,096.26	peculs, valued at	716,059	Taels.
Black „		8,355.35	„ „	208,883	„
Total,.....	(lb 9,793,548)	73,451.61	peculs, valued at	924,942	Taels.

A portion

A portion of the increase consisted of Tea belonging to the preceding year, which it had not been possible to bring up from Shanghai before the closing of the Pei-ho.

It is worthy of notice that the quantity of Tea, Tea Dust, and Tea stalks imported from Japan has increased to 5,338.69 peculs in 1867,—double the quantity of 1,864. The duty levied on Chinese Tea Dust, which is worth at the place of production from 2 to 5 taels a pecul, has lately been reduced from Tls 3.7.5.0 (the Tariff duty of Tls 2.5 applied to Tea exported abroad, plus Tls 1.2.5 charged upon taking it coastwise into another province for Chinese consumption, instead of taking it abroad) to Tls 1.8.7.5 per pecul; but Japanese Tea, which is worth about 5 taels, is admitted at a duty of 5 per cent *ad valorem*, or at 2 mace 5 candareens per pecul, against the Tls 1.8.7.5 charged on Chinese Tea. Japanese Tea is thus, like English Coal, Indian Cotton, and Manila Sugar, protected against the Native article.

SHIPPING.

A decrease in the tonnage entered and cleared, proportional to the decrease in Imports and Exports, has of course taken place, the tonnage cleared in 1867 having been 81,345 tons, against 89,259 tons in the preceding year.

In 1866 there was only one American Steamer trading between this port and Shanghai, but three have been plying during 1867, all belonging to the Shanghai Steam Navigation Company, which towards the end of the Season placed also a British Steamer on the line. The tonnage for the year was made up thus:—

	Steam.	Sailing.	Total.
British,	57 Vessels, 22,390 Tons	35 Vessels, 9,729 Tons	92 Vessels, 32,119 Tons
American,	29 „ 15,702 „	7 „ 1,995 „	36 „ 17,697 „
Prussian, Hanseatic, and Oldenburg,	1 „ 648 „ (Prussian)	105 „ 24,083 „	106 „ 24,731 „
Danish 8, French 6, Swedish 5, Dutch 4, Siamese 2, Hawaiian 2, Spanish 1,	...	...	28 „ 6,798 „
			262 Vessels, 81,345 Tons.

There are two branches of the Coast Trade which will in a short time, probably, add considerably to the employment of Foreign vessels, viz., the transport of the Rice Tribute from Shanghai and Ningpo, and the carriage of that portion of the produce of the Fuh-kien and Kwang-tung Coast which still gives employment every autumn to the Southern junks that crowd the Tientsin river at Koh-ku.

The Rice transport was performed last year by 488 junks, representing not less than 73,000 tons. The Chinese authorities are alive to the advantages, explained in another part of this report, to be obtained by using Foreign vessels, and have employed them for the transport of about a tenth of this year's tribute. If they are satisfied with the result, the employment of Foreign vessels for this service may be expected to increase rapidly.

The carriage of Sugar, Paper, Poles, and other goods from the ports between Foochow and Swatow to Tientsin, has given employment every autumn to a fleet of junks which has varied in number from 147 in 1861, to 167 in 1864, and 137 last year. The Chinese merchants say that the junks are losing by their competition with Foreign vessels. They find employment chiefly through their access to Southern ports not yet open to Foreign Shipping.

These considerations add strength to the reasons which the trade of the port already furnishes, for giving serious attention to the proposal to dredge the Bar. Of the large fleet of merchant vessels on the Coast, only those which are small enough to cross the Bar, are available at a moderate rate of freight for the trade of this port. The number of such vessels is limited, and they are not always to be found when and where they are wanted. It happened thus, last year, that when the Chinese Government sent to buy Rice at Hongkong, the agents could only find two vessels of the right size for crossing the Bar. If the depth of water on the Bar were increased three or four feet, the port would be open to nearly all the Steamers and Sailing vessels on the Coast. There would then be greater competition and cheapness in the carrying trade, and whenever there happened to be a sudden demand for grain (as was the case last year) or any other commodity, it would be speedily responded to. Vessels could also, if desirable, come conveniently with cargoes of manufactured goods from Europe. Whether the dredging be practicable or not, is of course a question for an engineer skilled in such work. I can only indicate the economical effect which the work, if done, would have upon a trade which may in a few years double its present tonnage, and on which the importation of grain for this province may chiefly depend. The channel to be dredged is about two miles long, and persons of some experience in such matters, say that there is no formidable difficulty to be overcome. The work would have to be continued permanently. If practicable on reasonable terms, the expense could perhaps be defrayed out of the local tonnage dues; provided, in the

first

first place, that the opening cost were raised by loan and the repayment distributed over a few years; and in the second place, that it became the system, in collecting tonnage dues, to make vessels pay every time they entered a port, and to regulate the amount payable at each port by the Harbour and Lighting works in existence or construction thereat, instead of, as at present, charging the same rate at all the ports, and rectifying the amount by granting four months' exemption; a privilege which is of no benefit to vessels trading with Europe, America, or India, while even amongst vessels trading within the limits to which it applies, it distributes the burden of the tax very unequally.

The erroneous idea has not yet quite disappeared, that it is correct to describe the late course of business at the out-ports as the "passing of the trade from Foreign to Native hands," and to augur therefrom that every kind of possible enterprise is doomed to be stifled by Native combination. The state of affairs, so far at least as the North is concerned, has simply been this:—the Chinese Merchants have preferred buying their supplies of Foreign goods at Shanghai from the Foreign Merchants who there receive them from abroad, to buying them through second Foreign sellers at the out-ports. The mere operation of buying goods in their own country is one for which the Chinese have always been considered thoroughly qualified. It was a merely temporary condition of affairs under which, for a year or two, Foreign imports were sold through secondary Foreign agents at secondary ports. As soon as the Chinese Merchants became accustomed to the manner of doing business with Foreign vessels, they resumed their old practice of making their purchases at the head-quarters of the import trade—Shanghai; but they made ready use of the new means of transport with which Foreigners had furnished them; and the increase in the employment of Foreign shipping has been much greater than the decrease in the employment of Foreign Mercantile agency. Even when intercourse with the interior is placed on a better footing, it is likely that the trade which will there pass through the hands of Foreign Mercantile agents, will be limited to such amount as may be sufficient to keep the privileges gained, in working order; for as soon as such new revenue regulations as may be enacted, become uniform in application to both Chinese and Foreigners, the former will draw their supplies through agency of their own from the principal market on the Coast. But the advantages to trade will be none the less, although the number of Foreign sellers employed may not be greatly increased; and in all operations beyond those of merely buying and selling, the Chinese in the interior will be as dependent (although it is not quite certain when the fact will come into full play) on Foreign enterprise and skill, as they now are, on the Coast, in the matter of transport.

Since last Summer the province of Chih Li has suffered from two kinds of disturbance,—the brigandage which grew out of the food riots, and the irruption latterly of a body of Nienfei from Shen Si.

The brigandage appeared twice,—once in Summer, when a band some hundreds strong, under a flag the motto on which was "the poor man's happiness," marched through part of the province, and after provoking the authorities into some kind of measures, gradually broke up and disappeared. The second band, which came into existence at the beginning of Winter, happened to be crossing the Tientsin road, just as Mr. Burlingame and his party were on their way to that place from Peking, and by causing them some days delay (without molesting them) became better known to the outer world than the Summer band; like which, however, this one also broke up and disappeared in a short time.

The Nien-fei who entered the province lately, with Mohammedans in their ranks, and also, it was said, a few of the original Chang-maos, were led by Chang Tsung-yü and Sung Ching-shi, who were formerly associated with Lai Wên-kuang, the late Chief of the Shan Tung Nien-fei. Chang Tsung-yü's party had fled, according to official statements, some time ago into Shen Si, and there joined some of the Mohammedans, but being hard pressed last Winter by the troops of the Governor-General Tso, had entered Shan Si in December. Not being able to get far into that province, they proceeded South and made their appearance in Huai-ch'ing-f'u in Ho Nan early in January. It has been surmised that they expected to be able to co-operate with the Nien-fei in Shan Tung; but before they entered Chih Li, the last remnants of the Shan Tung Nien-fei had been pursued towards Chin Kiang, and their leader, Lai Wên-kuang, taken and beheaded near that place. Chang Tsung-yü's band entered Chih Li early in February, and marched speedily to the neighbourhood of the provincial capital, Pao Ting-fu, causing some little alarm at Peking and Tientsin. Although only from seven to ten thousand strong they moved about without hindrance for a time, and plundered two district cities and some towns and villages. At the beginning of March there were, besides smaller bodies of troops, two large armies in the field against them; one in the Northwest of the Province under Tso, and the other in the East under Li Hung-chang, with Generals Yang and Kuo Sung-ling, well known in the Southern campaigns against the Tai-pings.

THOMAS DICK,

Commissioner of Customs.

(Foochow, *April* 15, 1868.)

CHEFOO TRADE REPORT,

FOR THE YEAR 1867.

OFFICE OF MARITIME CUSTOMS,

CHEFOO, 31st JANUARY, 1868.

SIR.—In the reports on the trade of this port for the years 1865 and 1866, I had the satisfaction of placing before you statistics, which, in each case, shewed an increase in the value of the trade over that of the preceding year; but in reviewing the trade for the past year, I regret to have to report a considerable diminution in the value both of Imports and Exports,—a consequently decreased Revenue,—and a falling off in the number of vessels which have visited this port, as compared with the previous year.

These results may perhaps, in some measure, be owing to overstocked markets, and to the unfavorable state of commerce in China during the past year, but they are principally to be accounted for by the presence of rebels in this province, during the latter half of the year, having caused communication between this port and the capital, Tsi Nan Foo, 濟南府, to cease during nearly the whole of that period.

The total value of the trade here amounted, last year, to Taels 6,265,373, being less by Taels 2,352,845, than during 1866.

The following comparative analysis, drawn up from the Returns for the two years, will shew how this decrease has affected the various branches of trade.

IMPORTS.

	1866.	1867.	DECREASE.
	Hk	Hk	Hk
Value of Foreign Goods imported, less Re-exports and exclusive of Treasure,.....	4,178,948	3,203,188	975,760
Value of Chinese Produce imported, less Re-exports and exclusive of Treasure,.....	1,793,294	1,494,416	298,878
Total..... Hk	5,972,242	4,697,604	1,274,638

EXPORTS.

	1866.	1867.	DECREASE.
	Hk	Hk	Hk
Value of Chinese Produce exported to Foreign Countries,.....	774,557	191,294	583,263
Value of Chinese Produce exported to Chinese Ports,.....	1,871,419	1,376,475	494,944
Total..... Hk	2,645,976	1,567,769	1,078,207

These

These figures shew, that, during 1866, the value of Imports was greater by about one-fourth, and that of Exports greater by about two-thirds, than during 1867.

The large decrease shewn in the value of Chinese Produce exported to Foreign Countries, is, in a great measure, owing to the form of the Returns of Trade for last year having been much altered and simplified from that formerly adopted; as, in the Trade Returns for 1866, all Chinese produce exported hence to Hongkong, was entered in the table for Native Produce exported to Foreign Countries. Whereas, in last year's Trade Returns, only such goods as were likely to be actually sent from Hongkong to Foreign Countries, have been entered in that table, whilst goods likely to be consumed at Hongkong, or sent thence to Chinese ports, have been entered in the table for Chinese Produce exported to Chinese Ports, in a column headed, "Hongkong, for probable re-exportation to Chinese Ports."

Owing to the alarm caused by the proximity of the rebels, several vessels arriving here with goods from the Southern ports, and which would doubtless have loaded here, were sent on to Newchwang, disposing of their inward, and obtaining outward, cargoes at that port. Besides which, it is stated that the destination of several vessels chartered in the South to proceed to this port, was altered, on the reports of the appearance of rebels in Shantung being received. These facts go far towards explaining the large decrease in the receipts and shipments of Chinese Produce at this port, in the year under review.

The number and tonnage of vessels visiting this port during 1867, compare as follows with former years:—

Vessels Entered.			Vessels Cleared.		
	No.	*Tons.*		*No.*	*Tons.*
In 1864,.....	448.	138,884.	In 1864,.....	452.	140,565.
„ 1865,.....	464.	150,401.	„ 1865,.....	444.	143.571.
„ 1866,.....	493.	173,830.	„ 1866,.....	501.	173,952.
„ 1867,.....	447.	160,620.	„ 1867,.....	457.	164,317.

Of the vessels entered last year—34 were from Japan, 14 from the Russian ports South of the Amoor; and 157 were Steamers, of which 76 were from Shanghai, 72 from Tientsin, 7 from Newchwang, and 2 from Hongkong.

Of the vessels leaving—20 cleared for Japan, 9 for the Russian ports; and 155 were Steamers, of which 75 left for Shanghai, 75 for Tientsin, 2 for Newchwang, and 3 for Hongkong; whilst in 1866, only 138 Steamers entered, and the same number cleared. Thus, although there was, during last year, as compared with 1866, a falling off in the number of Sailing vessels visiting this port; an increase is shewn in the number of Steamers, a keen competition having existed between the Steam vessels of the Shanghai Steam Navigation Company, and those which had formerly been regular traders on this coast.

But another fact well worthy of notice in regard to the arrival of Foreign vessels at this port during the past year, is the entry of 3 vessels from Newcastle, New South Wales; 3 from Cardiff, Wales; 1 from Newcastle on Tyne, and one from Liverpool, England—all with Coal;—and of one vessel from Liverpool, England, (viâ Tientsin), with about 500 bales of Piece Goods, and a quantity of Lead and Iron.

The increasing Steamer traffic tends to develop the trade in Coal, and that which has been brought here, has, generally, met with a ready sale.

The import of Piece Goods and Metals direct from England, is an entirely new feature in the trade of this port. The Metals appear to have met with a ready sale, and the Piece Goods to have been disposed of at remunerative prices.

Other vessels are stated to be on their way from England, with Piece and other goods, and Coal. Efforts are thus being made to establish a direct trade at this port, and it is confidently affirmed that—as goods imported direct from England can be offered at a lower price than those purchased in, and brought from, Shanghai, on account of the avoidance of the various local charges, freight, insurance, &c.,—a direct trade is likely to be successful, both here and at Tientsin.

Should this prove to be the case, the prospects of Foreign Merchants in this part of China would be much improved, the great drawback to Foreign interests having been, that the Native traders have been in the habit of making their own purchases of goods in Shanghai, and transmitting them to this port and Tientsin. So far, the experiment may be considered to have been successful here; and it is worthy of remark, that the import of Cotton Piece Goods during the past year has been larger than previously, as may be seen from the following Comparative Table of the principal articles of Import, which appears in the Trade Returns for 1867;—

Description

Description of Goods.		1864.	1865.	1866.	1867.
Arsenic,	*Peculs*	350.23	853.30	949.94	1,349.55
Betel Nuts,	„	2,606.61	3,509.47	3,173.43	1,201.25
Brass Buttons,	„	380.51	518.76	581.50	298.22
Chinaware, Coarse,	„	1,990.21	635.69	1,163.83	2,065.01
Cotton Piece Goods:—					
Brocades, Dyed,	*Pieces*	2,897	4,707	7,466	13,218
„ White,	„	5,179	4,350	2,400	5,650
Chintzes,	„	3,411	7,464	4,311	5,450
Damasks,	„	480	1,380	260	1,450
Drills,	„	1,300	5,292	8,170	17,254
Handkerchiefs,	*Dozens*	1,808	1,096	1,268	643
Jeans,	*Pieces*	1,195	...	...	1,313
Shirtings, Dyed,	„	664	1,227	3,724	2,856
„ „ Spotted,	„	2,429	1,950	5,550	15,348
„ Grey,	„	55,619	154,610	140,477	165,005
„ White,	„	5,316	19,863	10,053	13,529
„ „ Spotted,	„	5,202	5,950	8,798	12,898
T-Cloths,	„	23,401	30,860	19,891	58,130
Turkey Red Cloths,	„	4,836	8,098	7,595	15,884
Glass, Window,	*Sq. feet*	173,300	123,800	125,800	4,700
Grass Cloth, Coarse,	*Peculs*	572.15	688.25	2,325.79	1,595.26
„ Fine,	„	48.35	24.76	79.39	193.70
Indigo, Dry,	„	585.05	269.77	439.29	597.71
Isinglass,	„	14.40	0.40	108.22	247
Matches,	*Gross*	3,383	7,675	19,828	13,207
Metals:—					
Iron Bar,	*Peculs*	7,051.45	7,855.64	4,003.60	1,500.35
„ Nail Rod,	„	6,773.65	4,797.13	6,645.30	5,691.01
Lead,	„	8,398.43	9,875.15	3,420.22	417.48
Quicksilver,	„	11.56	180.79	16.50	68.88
Tin,	„	448.58	1,168.35	368.54	1,051.14
Needles,	*Pieces*	1,632,200	26,316,000	95,921,000	36,284,000
Oil, Wood,	*Peculs*	3.08	177.96	664.33	864.92
Opium, Malwa,	„	1,308.01	2,468.27	3,799.14	2,828.89
„ Benares,	„	...	31.12	58.80	45.60
„ Patna,	„	82.84	171.75	152.17	95.98
„ Persian,	„	...	...	6	...
„ Prepared,	„	10.15	15.21	27.57	3.31
Paper, 1st quality,	„	8,463.94	9,715.41	12,717.16	5,099.06
„ 2nd „	„	33,092.21	17,783.83	33,401.30	30,731.70
Pepper, Black,	„	17,272.41	6,789.37	4,849.40	2,160.50
Rice,	„	...	200	350	5,294.65
Seaweed, 1st quality, (Japan),	„	6,573.48	23,691.18	18,535.85	22,223.74
„ 2nd „ (Russian),	„	...	17,733.12	75,546.28	56,168.82
Silk Piece Goods,	„	157.05	316.86	512.24	435.11
„ Ribbons,	„	27.79	14.33	48.17	95.30
„ Thread,	„	1.91	7.83	29.74	20.34
„ and Cotton Mixtures,	„	...	22.14	37.18	37.91
Sugar, Brown,	„	199,486.06	129,935.73	190,811.27	125,169.87
„ Candy,	„	4,860.41	4,002.96	7,656.20	5,196.37
„ White,	„	68,249.46	49,785,65	54,185.05	44,225.64
Wood, Sapan,	„	2,839.37	21,755.18	33,872.96	10,850.62
Woollen Manufactures:—					
Bombazettes,	*Pieces*	173	530	230	119
Camlets,	„	108	602	886	1,814
Crape,	„	..	2,473	470	120
Lastings,	„	105	519	370	700
Long Ells,	„	1,122	777	1,620	920
Lustres,	„	1,289	11,333	5,747	20,520
Orleans, Figured,	„	2,956	1,320	2,107	3,700
Spanish Stripes,	„	488	1,064	833	589
Woollen and Cotton Mixtures,	„	700	657	710	2,230

From

From the above table it will be seen, that although an increase is shewn last year, as compared with 1866, in the import of Cotton Piece Goods, some descriptions of Woollen Manufactures, Quicksilver, Tin, Japanese Seaweed, Fine Grass Cloth, Silk and Cotton Mixtures, Silk Ribbons, Wood Oil, Coarse China Ware, Indigo, Isinglass, Rice, and Arsenic, a decrease is apparent in the quantity imported of the other articles enumerated.

In regard to the increased demand for Cotton Piece Goods, (more especially for Grey and White Shirtings, and *T*-Cloths,) it is stated that it is in some degree owing to a report circulated by the Kwan Tung Merchants, that such goods would be admitted to barter, on the Corean frontier station, for Gold, Ginseng, Timber, and Paper, and that in consequence of this report, a number of Junks were despatched with Cotton Piece Goods, to Fung Hwang Ching, 鳳凰城 in Kwan Tung, not far from the frontier; but the result is said to have been unsatisfactory, as the frontier barter trade, (formerly allowed twice a year,) was found to be still hampered by the restrictions placed upon it since the visit of the French force to Corea in 1865. Some barter transactions appear, however, to have taken place, and a few Junks have returned, with Corean Ginseng, Gold, &c.

The surreptitious trade, mentioned in a former Trade Report, as having been carried on by Chinese junks, along the Corean coast, appears also to have been nearly stopped by the increased vigilance exercised.

In regard to the trade carried on by Foreign vessels between this port and Russian ports South of the Amoor, a falling off is apparent during last, as compared with the previous, year; but it is stated that the Russian Government has already instituted measures for the making of roads in the neighbourhood of some of those ports, and for sending Colonists to settle at most of them. Thus the future development of this branch of trade may reasonably be hoped for.

The admission (from the 27th October last,) of Russian Seaweed into China, on payment of a duty of one mace per pecul, (as Seaweed, 2nd quality,) instead of one mace five candareens per pecul, the Tariff rate on Seaweed, (which rate now applies to all other kinds of that article, as Seaweed, 1st quality), will, doubtless, tend to encourage the trade in the Russian product at this port.

The following comparative table, quoted from last year's Trade Returns, shews the quantities of the principal articles of Export shipped during the last four years:—

Description of Goods.		1864.	1865.	1866.	1867.
Bean Cakes, Chefoo,	*Peculs*	615,297.59	755,052.98	749,506.96	390,804.06
„ „ Newchwang,	„	23,953.96	1,272	5,457.60	249.60
Caps, Felt,	*Pieces*	8,738	13,751	21,793	14,582
Cotton, Raw,	*Peculs*	61,805.03	19,141.92	34,302.02	2,914.04
Dates, Black,	„	11,689.35	13,150.48	16,544.23	8,862.34
„ Red,	„	9,840.41	10,923.27	18,265.56	11,044.04
Fish, Salt,	„	1,160.79	2,238.99	4,412.81	2,225.39
Fungus,	„	250.79	298.10	219.45	139.71
Ginseng, Corean, 1st quality,	„	0.72	2.76	0.41	15.88
„ „ 2nd „	„	8.88	8.16	8.81	6.87
„ Native,	„	32.14	16.96	32.79	31.57
Hats, Straw,	*Pieces*	13,810	45,631	16,078	82,504
Hops,	*Peculs*	1,453.36	2,125.54	736.75	727.41
Horns, Deers', Young,	*Pairs*	1,071	74	184	386
Lily Flowers,	*Peculs*	4,575.09	4,431.82	2,620.90	1,371.24
Liquorice,	„	2,038.52	1,672.76	3,909.86	1,513.62
Medicine,	„	7,942.63	6,195.83	9,767.02	6,875.50
Oil, Bean,	„	19,156.05	25,532.81	7,388.52	5,496.74
Peas	„	651,098.77	470,471.44	550,108.42	418,016.18
Prawns, Dried,	„	3,890.49	4,878.76	11,646.56	3,516.96
Seed, Melon,	„	1,933.94	5,768.20	4,252.95	2,487.11
„ Salisburia,	„	671.64	83.40	353.64	544.51
„ Sesamum,	„	4,746.50	1,965.44	1,585.08	399.55
Silk Pongees,	„	183.53	341.37	648.29	728.44
„ Wild Raw,	„	...	61.85	73.64	25.54
Straw Braid,	„	1,689.39	607.03	1,450.80	1,463.80
Tallow, Animal,	„	86.34	65.22	327.58	818.50
Tobacco, Prepared,	„	1,765.96	732.11	961.02	526.48
Vermicelli,	„	24,313.75	31,378.12	44,821.22	42,474.83
Wax, White,	„	40 47	12.45	18.97	13.45
Wheat,	„	14,240.54	59,538.95	8,020.71	1,696.26

In

In the foregoing comparative statement a decrease is shewn last year, as compared with 1866, in the export of all the articles enumerated, with the exception of superior Corean Ginseng, Straw Hats, Deers' Horns, Salisburia seed, Silk Pongees, Straw Braid, and Tallow.

Apart from the reasons before given for such decrease, the export of Cotton is stated to have been much affected by the re-appearance of large quantities of Indian Cotton in the Southern markets.

Two shipments of Cattle, by Foreign vessels, were made, at this port, during last year, for Nagasaki.

In consequence of the restrictions formerly placed on the import of Pulse and Bean Cake into Shanghai in Foreign bottoms having been removed, 8 Steamers and 5 Sailing vessels have loaded Bean Cake here for that port, during the past year, taking upwards of 60,000 peculs.

	Import.	*Export.*
The Import and Export of Treasure during 1867, was as follows:—*Tls*	321,399	*Tls* 1,628,812
Whilst in 1866, it was, ... „	281,053	„ 2,056,294
And „ 1865, „ „ ..... „	361,650	„ 1,207,376
The total amount of Duties and Tonnage Dues collected last year, was Haikwan Taels	238,911.1.1.0.	
Whilst, in 1866, the collection was, ... *H. Tls*	322,974.0.8.9	
„ 1865, „ „ „ ..... „	243,514.1.8.2	
And „ 1864, „ „ „ ..... „	228,920.6.7.0	

Thus, although there was a large decrease in the Revenue last year, as compared with 1866, the amount collected was greater than during 1864, and will bear favorable comparison with the collection during 1865, when the exceptional circumstances affecting trade at this port, during 1867, are taken into consideration.

The past year has been marked here, by the establishment, in May, of a Lighthouse * on the largest of the Kung Tung Tao Islands, at the entrance to this harbour;—by the inauguration, in October, of a large and handsomely appointed Guild hall on the outskirts of this settlement, erected by the Natives of Swatow at this port, and called the Ch'au Chau Hwuy Kwan, 潮州會館;—and by the construction of a large extent of stone wall, stretching, in a circuitous route, from the Eastern to the Western beach, which is intended to remedy the previously unprotected state of this settlement. The fact that this wall is made to include some of the neighbouring hills, would, however, render it impossible of defence in its whole length, in case of an attack; but its existence seems to inspire confidence amongst the Chinese here, as it is stated that no walled place has been taken by the rebels during their sojourn in this province. The funds for this work, and for the gates or barriers, which have been erected at the various hill passes, in the neighbourhood, were raised by Pw'an Tautae, by means of a house, or rather a room, tax, amongst the resident Chinese.

In regard to the movements of the rebels in this province during the past year, no very precise accounts have been received, but the following résumé of the intelligence obtained and conveyed in Monthly Trade Reports for 1867, may not be without interest:—

JUNE.—Reports received of the Nien-fei from Honan having crossed the Grand Canal and occupied the country in the neighbourhood of Tsi Nan Foo 濟南府, T'ae Ngan Foo 泰安府, and T'sing Chau Foo 青州府. Rumours of their subsequent defeat near Tsi Nan Foo, and flight of their leaders, but large bodies stated to be still in the province. T'u fei, or local rebels, stated to have risen in the Eastern portion of Shantung, and great distress and depression of trade, probable.

JULY.—Intelligence received that the rebels had advanced Eastward and overrun the country near Lae Chau Foo 萊州府, Ping Tu Chau 平度州, Kiao Chao 膠州, Lai Yang Hien 萊陽縣, Tsi Meh Hien 即墨縣, and Che Hia Hien 棲霞縣. Appearance (on 14th July) of two small parties of mounted rebel scouts at Eastern and Western hill passes leading into the settlement,—the body of a labourer killed by the scouts, found near the Western pass,—and the smoke of burning villages seen from the neighbouring hills. Great numbers of country people flocked into the settlement during the earlier part of July, but most of them had returned to their homes at the end of the month. The rebels described as a large, but badly armed body, with little organization, and said to be hemmed in, on the Shantung Promontory, by the Imperial troops, who were stated to have re-dug and guarded a canal formerly existing between Lai Chau Foo, on the Northern, and Kiao Chau, on the Southern seaboard, in order to intercept their flight.

AUGUST.—Intelligence received that the rebels had succeeded in passing the Imperial troops, and were in retreat towards the South; symptoms of returning activity in trade.

SEPTEMBER.—

* Named "the Luson Light."

SEPTEMBER.—Communication with Tsi Nan Foo appeared to be re-established, and Foreign Vessels met with more ready employment, than previously.

OCTOBER.—Reports received of the defeat, by the rebels, of the Imperial troops, under the Fan T'ai, or Provincial Treasurer, in the South of the province, with loss of many killed and taken, and most of their guns and baggage.

NOVEMBER.—No reliable intelligence received of the movements of the Nien-fei, but they were supposed to have left the province.

At the close of the year, the Imperial troops, assisted by the peasantry, were stated to have obtained a complete victory over the rebels, in Shantung, and the speedy departure of the latter from this province was confidently predicted.

The presence of Foreign Vessels of war in this harbour, and the cordial desire evinced by their Commanders to render all the assistance in their power, during the excitement caused by the rumoured approach of the rebels, exercised a beneficial influence in allaying the panic amongst the Chinese, and the arrival of the British Steam Sloop of war *Argus*, was particularly opportune and reassuring.

The number of the Nien-fei in this province, has been variously stated at from 40,000 to 70,000, but the former estimate is probably nearer the truth. There seems little doubt that there were a few Foreigners amongst them, but their movements appear to have been more those of a plundering horde, than of an organized force; whilst, from the fact of their having taken no walled places, they appear to have been ill provided with guns, and, had more active measures been taken against them, it would seem that their speedy expulsion from the province might have been effected without much difficulty.

The evils which have, in former years affected the trade of the more Southern ports, have latterly exerted their baneful influence in this part of China, and the quelling of rebellion in the more Southern provinces, has been followed by an irruption of rebels into Shantung, which has been, necessarily, attended with much misery to the people, and with serious detriment to commerce.

Another disastrous occurrence in this province, during the past year, was the extensive innundation caused by the Ta Tsing Ho (Yellow River), having, in the month of October, burst its banks at no great distance from the capital, but its effects, though destructive, appear to have been of a transitory nature.

The long continued drought which has caused so much misery in Chih Li, during the past year, has not prevailed in this province, and the crops are represented to have been tolerably good; thus, with the expulsion of the rebels, and the re-opening of communication with the capital,—on which the prosperity of this port so much depends,—there seems every reason to look forward to improved prospects, and to that favorable reaction in commerce, which is, at the present time, almost universally predicted by the Native merchants.

I have the honor to be,

Sir,

Your most obedient servant,

T. G. LUSON,

Acting Commissioner of Customs.

To ROBERT HART, ESQUIRE,

Inspector General of Customs,

PEKING.

RAPPORT

RAPPORT sur le Commerce de Kioukiang, pendant l'année 1867, adressé à Mr. l'Inspecteur General des Douanes Maritimes de Chine.

KIOUKIANG, 31 Janvier, 1868.

Avant de procéder à l'examen des traits les plus saillants du Commerce de Kioukiang pour l'année 1867 et d'exposer les quelques considérations que cet examen pourra nous suggérer, il ne nous parait pas inutile de jeter un coup d'oeil rétrospectif sur les chiffres généraux du Commerce pendant les trois dernières années—Ces chiffres, tels qu'ils sont donnés dans le tableau ci-dessous, ne comprennent ni la valeur de la monnaie de cuivre ni celle des Ré-exportations et se trouvent, par suite de ces modifications, en harmonie avec les quantités et évaluations présentées par nos statistiques de 1867 qui, dressées d'après un plan nouveau, font ressortir aussi rigoureusement que possible le net du Commerce.

TABLEAU COMPARATIF DU COMMERCE.

	Importation.	Exportation.	Total du Commerce.
1864, ...	Tls 2,541,483	Tls 4,178,847	Tls 6,720,330
1865, ...	„ 3,199,177	„ 6,273,931	„ 9,473,108
1866, ...	„ 3,712,507	„ 6,166,402	„ 9,878,909
1867, ...	„ 3,501,849	„ 4,358,760	„ 7,860,609

Si l'on compare les évaluations de chaque année avec celles de l'année précédente, il résulte des chiffres ci-dessus que les Importations ont augmenté dans une proportion de 25 % environ en 1865, de 16 % en 1866, et ont par contre diminué de près de 6 % en 1867.

On peut également constater que les Exportations, qui accusaient en 1865 et 1866 une augmentation de plus de 30 % sur 1864, sont retombées en 1867 à une parité avec celles de l'année que nous avons prise comme premier terme de comparaison.

Nous essaierons d'indiquer dans le cours de ce travail les causes déterminantes de ces fluctuations.

IMPORTATIONS.

Kioukiang tire de Shang-hae la majeure partie de ses approvisionnements, le reste lui est expédié de Hankow, Chin-kiang, et Ningpo.

Les Importations sont de deux sortes. 1°., Marchandises de provenance étrangère; 2°., Produits indigènes.

On trouvera dans le tableau ci-dessous les quantités et évaluations des principaux articles appartenant à cette première catégorie qui ont été importés en 1866 et 1867. Un parallèle pourra ainsi être établi entre les deux années.

1866.				1867.			
Cotonnades, ...	131,007	*Pieces* =	Tls 334,582	194,379	*Pieces* =	Tls	497,680
Lainages, ...	40,804	„ =	„ 364,589	42,261	„ =	„	392,417
Métaux, ...	14,114	*Peculs* =	„ 118,084	12,436	*Peculs* =	„	110,258
Opium, ...	2,261	„ =	„ 1,444,413	2,202	„ =	„	1,276,072
Seaweed.....	32,923	„ =	„ 134,266	31,830	„ =	„	126,798
Articles Divers,.....		=	„ 282,525		=	„	233,156
			Tls 2,678,459			Tls	2,636,381
Différence en moins pour 1867.....						Tls	42,078

Cottonnades.—

COTONNADES.—Un fait qui saute tout d'abord aux yeux à l'examen des totaux ci-dessus c'est l'accroissement considérable qu'ont pris les importations de Cotonnades Anglaises pendant l'année que nous passons maintenant en revue. En effet ces tissus moins durables, mais plus souples et de meilleure apparence que les qualités correspondantes de fabrication indigène, se popularisent davantage de jour en jour en Chine, et les bas prix auxquels ils se sont débités en 1867 en ont déterminé l'écoulement à Kioukiang dans des proportions qui n'avaient jamais été atteintes depuis l'ouverture du port. Cette assertion se trouve corroborée par le relevé suivant.

IMPORTATION DES PRINCIPAUX ARTICLES DE COTONNADES.

	1864.	1865.	1866.	1867.
Toiles Grises (Grey Shirtings), ...	34,091	60,331	89,140	116.817
T-Cloths,.....	25,330	34,614	19,705	47,911

LAINAGES.—Ces articles, employés principalement par les Chinois pour les ameublements et effets d'habillement, semblent avoir joui d'une faveur également grande. Il faut en attribuer la raison aux causes que nous avons signalées, plus haut, surtout par rapport aux bas prix qui en mettant ces tissus à la portée de plus de bourses leur ont assuré un plus grand écoulement.

METAUX.—Nous avons ici à signaler une diminution peu importante il est vrai. Les importations de plomb ont été de 11,839 peculs en 1866, et de 9,688 peculs seulement en 1867. Ce métal, converti en feuilles, est principalement employé dans le Kiang-hsi à la fabrication des boites servant à l'emballage intérieur des thés et l'exportation de ceux-ci accusant cette année un déficit, il parait naturel que la consommation de plomb se soit trouvée relativement réduite. L'étain est resté à peu près stationnaire. Quant au fer étranger, il n'est représenté sur le marché de Kioukiang que par des quantités insignifiantes.

OPIUM.—Les Importations annuelles de ce produit se sont maintenues depuis 1864 à un niveau à peu près invariable, entre 2,000 et 2,400 peculs. C'est peu sans doute pour un port de l'importance de Kioukiang. Une explication plausible de cette pauvreté relative d'une branche de Commerce qui fait la richesse d'autres ports plus favorisés, repose dans ce fait que la consommation de l'Opium importé à Kioukiang est à peu près limitée à la seule province de Kiang-hsi qui tire aussi, parait-il, ses approvisionnements du Fou-kien et du Kwang-tung par l'ancienne route de la passe de Mé-ling 梅嶺 et Ta-yü 大庾.

SEAWEED.—Nous avons à constater une légère diminution dans l'importation de ce comestible. Les "Seaweed" longs et coupés venant du Japon sont les seules qualités qui jusqu' à present aient eu cours sur le marché de Kioukiang. L'algue plus grossière que produisent les côtes de Mandchourie n'y a point encore paru. D'un plus bas prix et frappée d'un droit moins élevé, elle offrirait nous pensons des bénéfices à l'Importeur.

Passant aux articles de provenance indigène nous énumérerons dans le tableau ci-dessous ceux qui nous paraissent appeler plus particulièrement l'attention.

1866.					1867.			
Sucres, ...	43,596	*Peculs*	= *Tls*	260,987	41,937	*Peculs*	= *Tls*	295,850
Coton,.....	20,025	„	= „	300,380	7,885	„	= „	134,053
Sèches, ...	8,470	„	= „	101,896	14,924	„	= „	179,095
Soieries,.....	279	„	= „	223,760	173	„	= „	138,240
Articles Divers,.....			= „	147,025			= „	118,230
			Tls	1,034,048			*Tls*	865,468
Différence en moins pour 1867,.....							*Tls*	168,580

SUCRES.—

SUCRES.—Ces matières accusent pour 1867 une diminution d'un peu plus de 3 % sur l'importation de 1866 tandisque si l'on compare les évaluations représentant les quantités importées pendant les deux mêmes années l'avantage reste à 1867. Cette anomalie apparente résulte des hauts prix auxquels sont restés cotés les sucres pendant cette dernière année et c'est encore à cette raison qu'il faut attribuer la décroissance signalée plus haut.

COTON.—Nous remarquons pour l'année 1867 une diminution d'environ 60 % dans l'importation de ce textile. On doit voir dans ce fait plutôt un retour à un état normal qu'une décadence due à des causes exceptionnelles. En effet le Kiang-hsi tire la majeure partie de ses approvisionnements de Coton du Houpeh. Les inondations qui détruisirent dans cette province en 1866 une grande partie de la récolte obligèrent nos négociants chinois à aller faire à Shanghai des achats considérables des Cotons de Tae Ts'ang-tchoh 太倉州 et Lo-tien-tchen 羅甸鎮 districts du Kiang-sou renommés pour cette culture. Les choses reprirent en 1867 leur cours ordinaire et les importations par les paquebots du Yang-tsze-kiang diminuèrent dants la proportion indiquée par les chiffres ci-dessus.

SECHES.—Les Importations de ce mollusque comestible représentent pour l'année 1867 un total à peu près double de celles de l'année précédente. Les provenances de Ningpo semblent être le plus en faveur sur le marché de Kioukiang, et un commerce assez actif par les voiliers caboteurs appelés Lorchas se trouve ainsi entretenu entre les deux ports.

Remarquons enfin que l'article soieries marque en 1867 par un deficit d'environ 35 % sur l'année précédente.

On a pu voir par cette courte analyse du Commerce d'Importations que le deficit dont il s'est trouvé frappé en 1867 se trouve compensé dans une large mesure, au moins en ce qui concerne les produits de provenance étrangère, par l'essor exceptionnel qu'ont pris les transactions en Cotonnades et Lainages Anglais. Les évaluations de Marchandises qui, en groupant des quantités homogènes, permettent de résumer le commerce en totaux généraux sont d'un autre coté susceptibles de donner une idée erronée du mouvement commercial, si les qualités comparées ont été calculées à des taux différents. C'est ainsi que les moyennes adoptées en 1866 se trouvant généralement au dessus de celles qui ont servi de base aux évaluations en 1867, cette dernière année se trouve présenter dans la valeur des produits importés une différence en moins qu'il ne serait pas juste de considérer comme représentant une diminution équivalente dans les quantités de ces mêmes produits. En somme nous croyons pouvoir affirmer que si l'année 1867 n'a point contribué au mouvement ascensionnel que nous avons signalé plus haut, elle n'a point du moins marqué de temps d'arrêt.

Notre collègue Mr. Dick, dans le rapport Commercial si consciensieusement étudié et si plein de précieux renseignements qu'il écrivait l'année derniére, intitulait un de ses paragraphes "Extent of Country of which Tientsin is the Port." Inutile de faire ressortir la portée des considérations que comporte le développement d'un pareil thè me.

Il est clair en effet que les ports ouverts aux Européens en Chine, n'étant que les entrepôts du gigantesque commerce de ce vaste empire, l'importance de chacun de ces ports dépend entièrement du mombre plus on moins grand de ses débouchés et du plus ou moins d'étendue de sa zône productrice; nous plaçant à un même point de vue nous dirons que le commerce d'importation de Kiou-kiang, que nous représentions tout à l'heure comme ayant suivi depuis 1865 une marche ascendante, ne nous parait pas destiné à prendre jamais des proportions bien considérables, par la raison qu'il se trouve restreint à la province du Kiang-hsi et à un rayon étroit dans celle du Gnan-hwei. Les Marchés de Consommation qu'approvisionne Kiou-kiang se réduisent à peu près en effet à Han-tchang-fou 南昌府, Wou-tch'eng 吳城, Gan-tching 安慶, et Ta-tung 大通, cités dépendant, les deux premières du Kiang-hsi et les deux autres du Gan-hwei. La plupart des nombreux cours d'eau qui arrosent le Kiang-hsi prennent leur source dans la province même, et, suivant une direction excentrique, remontent vers le Nord et viennent aboutir au lac Poyang, immense réservoir qu'on peut appeler sans emphase le cœur du Kiang-hsi, puisqu'il sert de déversoir aux milliers de rivières et canaux, qui, comme un gigantesque réseau veineux, vont porter le mouvement et la vie jusques aux confins de la province. Néanmoins, si cette heureuse configuration multiplie les moyens de communication dans le Kiang-hsi même, elle l'isole par contre des provinces limitrophes qui, à l'exception de Gnan-hwei et du Hou-nan tributaire de Hankow, possèdent toutes du reste des ports ouverts.

EXPORTATIONS.

EXPORTATIONS.

Nous nous trouvons ici en présence d'une situation peu florissante nous devons l'avouer. On verra en effet par le tableau suivant que le Commerce d'Exportation a décru en 1867 dans une proportion d'environ 29 % par rapport à l'année précédente.

	1866.				1867.			
Thés Noirs,	93,573	*Peculs*	= *Tls*	2,620,035	84,118	*Peculs*	= *Tls*	1,768,571
Thés Verts,	79,118	„	= „	2,848,272	69,809	„	= „	2,164,071
Poussière de thé,	5,640	„	= „	25,832	4	„	= „	20
Poteries,	18,150	„	= „	82,688	6.991	„	= „	32,842
Suif Végétal,	2,837	„	= „	26,955	1,576	„	= „	9,455
Papiers,	54,818	„	= „	231,729	27,181	„	= „	110,063
Tabacs,	7,936	„	= „	39,579	6,484	„	= „	25,396
Chanvre,	15,438	„	= „	154,379	20,655	„	= „	185,892
Articles Divers,			= „	136,933			= „	62,450
			Tls	6,166,402			*Tls*	4,358,760
Différence en moins pour 1867,							*Tls*	1,807,642

Thes Noirs.—On compte dans le Kiang-hsi quatre principaux districts producteurs de la feuille qui préparée d'après un mode particulier, donne la qualité appelée dans le Commerce "Congou." Les plus importants sont ceux de Y-ning-tcho 義甯州 et Won-ning-hsien 武寧縣 situés sur le versant ouest du lac Poyang. Les districts de Ho-ko-tchne et de Kwang-hsin-fou 廣信府 au sud et sud est du lac viennent en second ligne.

Il se fait par an deux récoltes de thé noir, la première commençant vers le milieu d'Avril dure un mois environ. La seconde qui se fait vers la fin de juin s'achève en quelques jours. On sait combien la propriété est divisée en Chine surtout dans les provinces productrices des plus riches matières telles que les soies et le thé. Il en résulte que pour opérer des achats considérables de ces denrées, les Européens ont à subir les exigences d'une véritable plèbe d'agents intermédiaires. De là des frais qui pèsent singulièrement sur les prix de revient.

Par exemple, outre les commissions considérables sans doute prélevées par les courtiers dans l'Intérieur, les thés sont grevés en passant par les hongs indigènes de frais montant à 2 ou 3 % de leur valeur, sans compter une autre commission de un à un et demi pour cent perçue par les Compradores, Gardes Magasins et autres employés subalternes. Si nous touchons à cette question beaucoup trop considérable pour être traitée à fond dans ce travail d'un cadre restreint c'est uniquement pour donner quelqu' idée des obstacles qu'ont à surmonter les Européens pour se mettre en rapport direct avec la production. Nous n'avons certes pas la prétention d'indiquer un remède à un état de choses qui est l'objet des préoccupations incessantes de nombre d'hommes de grande intelligence et d'expérience consommée; nous ne croyons pas pourtant nous avancer trop en émettant l'opinion que, si les Européens reconnaissant une fois pour toutes la nécessité d'étudier la langue du pays consacraient à cette étude une plus grande somme de temps et d'énergie, ils arriveraient promptement à pénétrer bien des mystères et se trouveraient ainsi à même de lutter avec plus d'égalité contre leurs concurrents chinois qui, possédant naturellement la connaissance des idiomes, des débouchés et sources de production, des secrets du change et du numéraire, en un mot des mille et un rouages et moyens de commerce indigène, forment aujourd'hui contre eux une ligue puissante.

Les thés de Y-ning et Wou-ning descendent dans des barques de faible tirant d'eau la rivière-Siou 修河 jusqu'à Won-tch'eng 吳城 ville située, nous l'avons dit, à l'extrémité sud de la partie inférieure du lac Poyang. Ils sont ensuite transbordés sur des jonques de plus fort tonnage, mieux adaptées à la navigation souvent difficile du lac Poyang, et arrivent ainsi sur le marché de Kioukiang après avoir accompli un trajet d'environ 200 milles Anglais. Les thés provenant des districts de Ho-ko-tchen et de Kwang-hsin-fou sont transportés dans de petites barques par la rivière Yaoh 饒江 jusqu'à Yaoh-tcho-fou 饒州府 point important situé sur la rive Sud-est du lac Poyang, et sont de là dirigés sur Kioukiang à bord de bateaux de dimensions plus grandes. La distance ainsi franchie est d'environ 260 milles. D'après des renseignements que nous considérons comme dignes de foi, les frais de transport pour les thés expédiés par ces deux routes seraient de 6 mace par pecul. Ajoutons enfin que les taxes locales dont les thés noirs sont frappés en transit, s'élèvent à *Tls* 1.6.8.0 soit: *Tls* 1.4.0.0 en quittant les marchés de production, et, *Tls* 0.2.8.0 perçus par le fisc de Kioukiang à un bureau auxiliaire établi à Kou-fang 姑塘 sur le lac Poyang non loin de l'endroit où il se déverse dans le Yang-tssü.

On

On a pu voir par le tableau comparé de l'Exportation en 1866 et 1867 que l'article thé noir est resté pendant cette dernière année en dessous des quantités exportées pendant l'année précédente dans la proportion d'un dixième environ. En effet les pertes subies en 1866 par les spéculateurs ont eu pour résultat, en leur inspirant plus de prudence, de restreindre considérablement les opérations. Des avis récemment reçus d'Europe annoncent que les premiers envois de thés noirs se sont soldés à bénéfice, et, si ces nouvelles favorables continuent, il y aura sans doute lieu de s'applaudir de l'attitude réservée qu'ont gardée les Exportateurs malgré les conséquences fâcheuses qu'elle a pu avoir pour le revenu et les totaux peu brillants que font ressortir nos statistiques.

THES VERTS.—La feuille employée pour la préparation des diverses qualités de thés verts qui s'exportent à Kioukiang, est récoltée en grande partie sur le versant Est du bassin du lac Poyang dans les districts de Wou Yuen 婺源 (Moyune), Tshi-men 祁門, I-hsien 黟縣, et Hsiou-hing 休甯, dépendant de la province de Gnan 'hwei, et en quantités moindres à Lo-ping-hsien 樂平縣 et Fou-liang-hsien 浮梁縣 dans le Kiang-hsi. Ces thés sont dirigés par les rivières Tchang 昌江, Wu 婺江, et Yaoh 饒江, sur Yaoh-tchoh-fou et après y avoir subi un transbordement comme les thés noirs sont expédiés à Kioukiang par le lac, franchissant ainsi une distance évaluée en moyenne à 200 milles. Imposés plus lourdement que les qualités noires, les thés verts ont à acquitter en sus du droit de *Tls* 0.2.8.0 perçu par l'octroi de Kou Tang, une taxe de *Tls* 2.4.8.0 à la sortie des Entrepôts établis dans l'Intérieur par le fisc provincial.

Kioukiang ne reçoit que la moitié environ des thés verts récoltés dans le Gnan 'hwei. L'autre moitié est expédiée à Shanghai et Ningpo par bateaux indigènes. L'exportation de cette denrée est restée en 1867 d'un dixième environ en dessous de celle de 1866. Cette circonstance fâcheuse se trouvera-t-elle atténuée par des prix de vente avantageux ! Nous ne pouvons à ce sujet exprimer d'opinion, les nouvelles d'Europe n'ayant pas encore donné le résultat des premières opérations.

La Poussière de thé qui donne pour l'année 1866 un total de 5,640 peculs n'est représentée dans le tableau des exportations, année 1867, que par un chiffre si minime qu'il équivaut virtuellement à un zéro parfait.

Les Poteries, Suif végétal, Papiers, Tabacs et Chanvre closent la liste des exportations. Celle du Chanvre a augmenté en 1867 d'environ 30 %. A cette exception près, les articles énumérés ci-dessus, comparés aux Exportations de 40 % en moyenne. Dans son Rapport Commercial de l'année dernière, notre prédécesseur Mr. Hannen concluait à la probabilité d'une décroissance dans l'exportation par navires Européens des poteries de King-teh-tchen 景德鎮. La justesse de cette appréciation se trouve confirmée cette année, non seulement pour les poteries, mais aussi pour la généralité des produits indigènes, autres que les thés. Les frêts se sont en effet maintenus en 1867 à des taux relativement élevés et grâce au calme qui règne aujourd'hui dans le Kiang-hsi et les provinces avoisinantes les exportateurs Chinois préfèrent aux transports onéreux, par les paquebots du Yang-tszü-kiang, les routes plus économiques de l'Intérieur.

La plus fréquentée est celle de U-chan-hsien 玉山縣 et Tchang-chan-hsien 常山縣 deux importants points de transit séparés par une courte distance et situés l'un aux confins du Kiang-hsi, l'autre sur la frontière Ouest du Tche-kiang.

Venant du lac Poyang les marchandises qui suivent cette route remontent le fleuve Yao 饒江 jusqu'à Yu-chan-hsien, sont transbordées à Tchang-chan-hsien et descendent le grand fleuve Tsien-tang 錢塘江 jusqu'à Heng-tcho 杭州 d'où elles atteignent aisément Shanghai ou Ningpo.

La monnaie de Cuivre qui avait apporté un contingent considérable au chapitre des Importations en 1866, n'y est représentée, en 1867, que par un chiffre insignifiant, et, donne par contre à l'Exportation, un total de 6,934 peculs. Ce changement doit être attribué à la grande abondance du billion, et à la diminution de l'Exportation des thés, les sapèques étant généralement importés dans le but de faciliter dans l'Intérieur les achats de cette denrée.

DIVISION DU COMMERCE ENTRE EUROPEENS ET INDIGENES.

Une recherche intéressante sans doute est celle qui nous permettrait d'établir la part qui revient respectivement aux négociants Européens et Chinois, dans le mouvement commercial. Faute de renseignements précis, cette recherche nous est interdite, au moins en ce qui concerne les importations, s'il faut en croire les on-dit, les Européens seraient loin d'occuper une position prépondérante dans le concours ouvert entre eux et leur rivaux Chinois. En effet, le commerce d'importation des produits purement indigènes, appartient exclusivement à ces derniers. D'un autre côté, la proximité de Shanghae permet aux Chinois d'aller faire avec avantage sur ce grand marché leurs approvisionnements de tissus, Opium et autres denrées Européennes. Sans se déplacer même, ils peuvent opérer ces achats par l'entremise d'agents.

d'agents. Ces agents sont entretenus, parait-il, à frais communs chacun par plusieurs maisons, qui partagent fraternellement les paccotilles expédiées par eux. On conçoit qu'en présence d'une pareille organisation, les maisons Européennes aient peu de chances d'écouler leurs consignations même en faisant le sacrifice de tout profit. Principalement instituées à Kioukiang pour y opérer des achats de thés, elles se trouvent ainsi à peu près privées du fructueux commerce d'échanges, situation qui se trouve encore aggravée par les difficultés qui, en l'absence de maisons de Banque, entravent les mouvements du numéraire.

Parmi les articles d'exportation les Européens n'opèrent guère que dans les thés. Encore faut-il reconnâitre que la part qu'ils ont prise à ce Commerce en 1867 est loin d'être la première. En effet, d'après des renseignements puisés nous le croyons à bonne source, les achats de thés faits par les maisons Européennes pendant cette dernière année ne représenteraient pas plus de 11 à 12 % de l'Exportation totale de cette denrée, dont la majeure partie est expédiée directement à Shanghae par les Chinois. Ce fait s'explique par les grandes facilités qui, sous formes d'avances, intervention auprès de la Douane pour l'acquittement des Droits, enmagasinage des marchandises à Shanghae, etc., etc., sont offertes à ces derniers par les agents des paquebots qui exploitent la ligne du Yang-tsze-kiang. Le calcul assez logique du reste par lequel les Exportateurs indigènes en expédiant leurs thés directement à Shanghae s'assurent les avantages résultant d'un plus grand concours d'acheteurs et de la connaissance plus exacte des nouvelles d'Europe, n'est sans doute pas non plus sans influence sur l'amoindrissement de Kioukiang comme marché de vente.

Le nombre des maisons Européennes établies à Kioukiang qui s'élevait à onze en 1866 se trouve aujourd'hui réduit à sept.

Dans le quartier Chinois on compte cinq corporations (guilds) qui instituées pour la défense d'intérêts communs, réunissent en associations étroites les négociants originaires des provinces de Kwang-Tung, Fou-Kien, Tche-Kiang et des villes de Han-tchang-fou 南昌府 la capitale du Kiang-hsi et de Kien-tchang-fou 建昌府 marché important situé sur la rivière Hsien 修河 non loin de la rive ouest du lac Poyang. Huit principaux Hongs et un nombre égal de Courtiers se partagent les spécialités des thés et soieries ainsi que des Cotonnades, Lainages et autres marchandises Européennes. Il existe en outre un certain nombre de Hongs ou entreprises entre les mains desquelles se trouve exclusivement la vente des Charbons, Coton, et viande de boucherie, ainsi que les transports par terre et par eau. Ces privilèges regrettables imposent à la consommation des charges qui s'élèvent dans certains cas jusqu' à 15 et 18 %.

Trafic Fluvial.—Le service de la ligne du Yang-tszu-kiang a été desservi en 1867 par environ dix paquebots qui aller et retour ont touché 391 fois à Kioukiang donnant à l'entrée comme à la sortie un total de 319,229 tonnes. C'est une diminution de 79 voyages et de 30,000 tonnes environ sur la navigation de l'année dernière.

En revanche le nombre de lorchas et vaisseaux sous passe de Tchin-kiang a augmenté de moitié en 1867.

Les trains de bois sous pavillons Européens ont entièrement disparu du fleuve. Ajoutons qu'aucune jonque affretée par des négociants Européens n'a été enregistrée en 1867 par la Douane de Kioukiang.

Droits.—Le total des droits perçus en 1867 s'élève à la somme de 433,750.4.7.7 Haikwan Taels, présentant ainsi un déficit de Taels 84,060.1.3.1 sur le revenu précédent. Inutile de nous appesantir ici sur les causes qui ont déterminé cette diminution si sensible du revenu. Celles qui ont amené la décroissance que nous avons signalée au chapitre des Exportations en donnent une explication suffisante.

Si nous nous reportons aux chiffres que nous avons donnés au début de ce travail, nous trouvons que le Commerce de Kioukiang, pour n'établir de comparaison qu'entre 1866 et 1867, a perdu pendant cette dernière année une valeur de plus de deux millions de Taels. Ce résultat semble propre à donner raison, au moins dans une certaine mesure, aux prédictions de certains pessimistes qui, en présence du mouvement qui tend à centraliser le commerce Européen dans les grand ports, proclament que le seul avenir réservé aux ports excentriques est de servir d'escales à la navigation Européenne. Une pareille éventualité serait sans doute préjudiciable non seulement au commerce mais encore à la cause de la civilisation que les vrais amis de la Chine doivent désirer voir prendre pied par l'entremise des Européens sur le plus de points possible dans ce vaste Empire, et nous espérons fermement que, déployant toute l'énergie dont ils sont capables, et aussi à l'aide de circonstances favorables qui leur ont fait défaut pendant ces dernières années, les négociants Européens arriveront à reconquérir dans les ports secondaires, et partant à Kioukiang, l'influence à laquelle ils ont le droit de prétendre.

E. DE CHAMPS,

Commissioner unattached,

late Acting Commissioner of Customs, at Kiukiang.

CHINKIANG,

CHINKIANG TRADE REPORT,

FOR THE YEAR 1867.

OFFICE OF MARITIME CUSTOMS,
CHINKIANG, 31ST JANUARY, 1868.

SIR,—In my Report of Trade for 1866 I had dwelt at some length on the position of Chinkiang, its ancient reputation, and connected with the latter the Returns of Trade then enabled me to express by far more favorable views, than had generally been entertained as regards its value as a port open to Foreign trade. Far fetched as the reasons then given as explanation or excuse for a comparatively slow improvement may have appeared, and sanguinely as the signs of progress noticeable may have seemed to be interpreted, all the more gratifying now will it therefore be to notice, that the Returns of Trade for the past year offer the most satisfactory evidence in support of those views. Notwithstanding the continued stagnation of the trade in China generally, the returns under review shew again a considerable increase in the chief articles of Imports, as well as Exports more espeically; and nothing better than the latter could serve as a safe way of judging on the improved state of the country.

Of the country around laid waste during the Taiping rebellion, most has been brought under cultivation again, and no more than $\frac{3}{10}$ths of it are said to be left yet non-productive; and Chinkiang itself is on its best way of resuming its old place among the manufacturing towns for its Silk Piece Goods, of which I will say more hereafter. Although a reference to the statistics will not be wanting in support for the favorable aspect or turn which the trade of this port has steadily taken for the last few years, still, during the year under review the argument will only hold good, as far as Foreign trade is concerned. The trade carried on in Native produce and Native craft is reported to have declined in comparison with former years, and in spite of the larger area—about 30 per cent—over which business has been transacted, owing to and since its removal from the North Bank. The famine prevalent in the North, and th eincessant troubles occasioned by the Nienfei in those adjacent provinces, which formed an important market for our Imports, are given as the cause of it. But even therein some encouragement for the future yet remains; for it tends to shew, that, satisfactorily as the statistics at present compare with former years, ample room is left yet for further expansion of business, when peace and order are once restored, however distant that period may be.

IMPORTS.

FOREIGN.—The importation of Foreign Goods during the past year amounted to *Tls* 3,336.618 in value, against *Tls* 3,453,629 of 1866; but of the latter amount no less than *Tls* 3,165,589 represented the value of Opium alone, thus leaving a balance of but *Tls* 288,040 for all other Foreign Imports. Now, in 1867 the importation of Opium has declined from peculs 5,041 imported in 1866, to peculs 4,725.60, or from *Tls* 3,165,589 to *Tls* 2,762,197; and on deducting the latter amount from the total of Foreign Imports, *Tls* 574,521 remain to represent the value of all other descriptions of Foreign Imports, thus shewing an increase of about 100 % over 1866.

In the face of this the decrease noticeable in the Importation of OPIUM will be less deplored, if indeed it ought not to be looked upon as a subject of congratulation, the more so when it is given as one of the chief reasons for it, that the cheap price of grain in the South prevented farmers from selling their crops at such profits, as would enable them to indulge in the drug.

ENGLISH PIECE GOODS.—The increase noticeable in the importation of both Cotton and Woollen Piece Goods is most remarkable, and speaks sufficiently for itself as regards the value of Chinkiang to Foreign trade. Against 15,850 pieces of Cotton, and 4,364 pieces of Woollen Goods, 9,082 of Woollen and 50,719 pieces of Cotton Piece Goods were imported in 1867. Three wholesale dealers have established hongs here and at Yang-chow. Their prices are said to be moderate, and retailers consequently prefer to get their supplies from these places instead of from Shanghai or Soochow.

SUGARS,

SUGARS, FOREIGN AND NATIVE.—The importation of Sugars has again considerably increased; the last three years comparing thus:—

1865,.....	*Peculs* 45,006,	1866,.....	*Peculs* 72,901.	Increase, *Peculs*	27,895
		1867,.....	„ 93,179.	„ „	20,278
		Total increase for two years,.....			*Peculs* 48,173

Or just about 107 %. This is attributed partly to the increase in consumption, partly owing to Native junks discontinning to load cargoes in Shanghai for Sin-nü-meaou (仙女廟) and other places, all of which again take their supplies from here.

SANDALWOOD.—The importation during last year being peculs 11,131.34, again exceeds the amount imported during 1866 by little short of peculs 2,000. It is supposed to be caused by a large hong here having opened branches at Wu-hu 蕪湖 and as far as Ta-tung 大通. Out of the whole amount imported about peculs 8,000 have been to his consignment, and considerable quantities were sent to the places just mentioned, which, as regards the latter, is thought would diminish the demand from Kiukiang.

SAPANWOOD.—An increase of over 100 % against the preceding year, and of about 1,200 % over 1865, is to be noticed in the statistics under review; but nevertheless the total business transacted in Sapanwood during last year is said to have decreased, and the apparent increase in our tables to be solely owing to a change in the importing vessels from Native to Foreign.

METALS.—The importation of both Nail Rod and Bar Iron has decreased, and the difficulties which had been put in the way of Foreigners obtaining Transit Passes for Chinese is assigned as the reason for it. The local consumption is insignificant; most of it used to be sent to Kiang Pe (江北), which is supposed to get supplied since from Shanghai.

NATIVE.—The Returns shew again a decrease of *Tls* 342,046 in the value of Native Imports, which in 1866 amounted to *Tls* 2,426,302, and in 1867 only reached *Tls* 2,084,256. But this decrease, as mentioned in my report of 1866, is chiefly owing to the gradual and now utter cessation of the Raft-trade, previously carried on in Foreign flags. On deducting *Tls* 197,347, the amount representing the value of the Raft-trade in 1866, from the total decrease in the value of Native Imports—*Tls* 144,699, an actual decrease remains yet to be accounted for.

The chief articles of Native Imports, as—Pea Oil, Wood Oil, Vegetable Tallow, and one or two smaller items, however, still shew a considerable increase, to wit:—

		1865.	1866.	1867.
Pea Oil,.....	*Peculs*	44.25	15,768.63	21,156.04
Wood Oil,.....	„	76,283.85	79,761.92	83,923.14
Vegetable Tallow,.....	„	19,446.39	13,837.45	16,675.62

—whilst the other Native imports, such as—Dates, Hemp especially, Paper, Tobacco, etc., have correspondingly decreased, and must be looked upon as being accountable for the deficiency in the total value of Native Imports.

Whilst the most usual reasons, as may perhaps have been noticed, given for either increase or decrease, are generally founded on a supposed change in the kind of conveyance or a corresponding movement in the quantities carried by either Foreign or Native craft, which are always thought to more than counterbalance each other, and although other reasons, perhaps not quite so problematical, may also at times be adduced, still any explanation given must always be more or less theoretical and unreliable, so long as the Revenue is collected under two distinct systems, the statistics of one of which alone are published. The want of reliable statistics of the goods which pass through the Native Custom House, manifests itself more plainly as regards the trade carried on from port to port in Native vessels, than with respect to Foreign goods.

EXPORTS.

Excepting Copper Cash, the total value of Exports, though still small in itself, nevertheless shews again the most satisfactory increase over previous years. In 1865 it amounted to *Tls* 174,766, in 1866 to *Tls* 274,491, and in 1867 it reached *Tls* 385,928. Thus the Export trade during last year has improved on the preceding year by 45 %, and over 1865 by over 120 %. The principal item is again represented by—

SILK PIECE GOODS, which shew an increase of over 450 % for the last four years. In 1864 the exportation amounted to peculs 107, in 1865 to peculs 245, in 1866 to peculs 376, and in 1867 to peculs 593.

And

And it is by its manufacture of Silk Piece Goods, that Chinkiang, as indicated above, is steadily regaining its ancient importance. About 300 looms are at present at work. Each loom is able to produce 8 pieces of Silk at 30 ounces each per month; thus the average quantity manufactured would amount to peculs 45 per month, or peculs 900 per year, of which, as per last year's Returns, 593 peculs have been exported by Steamers. These goods are chiefly exported to Hankow, and Shanghai for re-exportation to Tientsin and Canton, as well as to Nanking and Soochow. Their price is said to be about $\frac{3}{10}$ths cheaper than the cost of those manufactured at Soochow and Nanking. But it must not be inferred from this, that the Silk Piece Goods manufactured at Chinkiang are of the same qualities.

Cotton, Raw, also again shews an increase of about 40 %. Peculs 975, being about double that of 1865, were exported in 1866, and during 1867 the exportation reached peculs 1,392. Of the latter about peculs 700 were brought here from the interior under Transit Passes granted to Foreigners, whilst in the previous year 267 peculs only out of the total peculs 975 had been conveyed from the interior as being Foreign owned. The increase in the total exportation is attributed indeed solely to the larger demand that had existed during last year, on the part of Foreigners, to bring Cotton from the interior, but, whether as principal in the transaction or merely by name, the reason given leaves some doubt, which I have not, however, been able to get explained.

Excepting Rye, the quantity exported of which seems also to speak very favorably of prosperity of the cultivation around Chinkiang, all the other articles of exportation, as—Medicine, Dried Lily Flowers, Vegetables, Mushrooms, &c., are too insignificant to deserve special mentioning.

SHIPPING.

The following table will easily shew the number of Steamers and Lorchas that have been passing this port under Foreign Flags, and the quantities of cargo brought or taken by them.

Description of Vessels.	Nationality	Entered Chinkiang.				Cargo.		
		No. Up-river.	Tons capacity.	No. Down-river.	Tons capacity.	By how many.	Brought.	Taken.
								Peculs
Steamers	British	84	74,326	80	73,809	84	178,688 *Pls.* 83,591 pieces of Piece Goods.	4,053
„	American	112	85,544	114	86,873	114		
„	Prussian	1	648	1	648	...	None. *Peculs.*	None. *Peculs.*
Lorchas	British	68	8,508	66	8,444	41	44,125	4,185
„	American	12	565	12	565	11	7,401	217
„	Prussian	24	2,632	22	2,518	18	20,993	1,417
„	Dutch	7	413	15	512	7	5,289	188
„	Danish	5	143	4	88	1	524	983
	Total	313	172,779	313	173,457	276	257,020 *Pls.* 83,591 *Pcs.*	11,043

The trade, as will be seen from this table, is chiefly carried on by Steamers. In the beginning of last year, Messrs. Russell & Co., by the purchase of the Steamers then plying on the River in opposition to the S. S. N. Company, for which their firm are general agents, had succeeded in procuring the monopoly of the carrying trade on the Yangtsze, but for a short time only. A few months afterwards the Union Steam Navigation Company was constituted, and has had two Steamers engaged in the River trade with decided success, though I do not think it in the least dangerous to the powerful Shanghai Steam Navigation Company. The latter undoubtedly possess the command of the trade still—a matter of no great surprise, considering the by far superior kind of Steamers of which their fleet consists, both as regards comfort for passengers, and adaptability for the River. Meanwhile the rates of freight by Steamers had also been raised, and have remained higher than in previous years; and the number of Foreign-owned Ningpo Boats and Lorchas, which had almost entirely disappeared from the River, has since considerably increased.

It

It will not, I dare say, be considered out of place, if I add here, and thus embrace with this report some information respecting the trade carried on in the old famed city of Nanking; the less so, as the close vicinity of the two marts cannot but place them in similar close relation to each other, as regards their respective trade, and the gradual growth of the latter in prosperity must naturally be of vital importance to those interested in the prospects of this port more especially.

Since the time that I took charge of this office, I have during a period of two years had frequent opportunities of visiting the ancient capital, and it has always been great pleasure to me to notice the marked improvement, which gradually presented itself during that period, and for which the enlightened policy and administrative abilities of Li Hung-chang laid the foundation and deserve the palm.

There are at present seven large Chinese hongs resident in Nanking, who receive about half their supplies of Hankow produce through this port, the remainder direct in Native junks. Paper and Iron Ware from Kiangsi are brought thither in Native craft. The monthly average of those Imports consists of—

Wood Oil,	*Peculs*	1,700
Tallow,	„	700
Hemp,	„	250

Shanghai cargo, such as—English Piece Goods, Opium, Sugars, Pea Oil, etc., etc., find their way to Nanking almost exclusively through this port, and the monthly average of those Imports amounts to about—

Opium,	*Peculs*	200
Sugars,	„	2,500
Pea Oil,	„	1,500
Cotton Goods,	*Pieces*	1,000
Woollen Goods,	„	200

But it is again for its products that Nanking and neighbourhood deserve special notice. The same consist chiefly of—Raw Silk, Silk Piece Goods, Cotton and Silk Velvet, Raw Cotton, etc., etc. The Silk raised at present in close vicinity of Nanking amounts yearly to about 150 peculs, against about 800 peculs in former years. The most pleasing information however is the existence of over 2,000 looms engaged in the manufacture of Silk and Satin, each loom turning out about 40 pieces of 3 catties each per year, the whole quantity thus manufactured amounting to over peculs 2,400. The raw material is brought chiefly from Hoo-chow (湖州府) and Hai-ning-chow (海寧州)—the former situated to the south of the Tai-ho, the latter as far south as the Hangchow Bay. The Silk raised in the neighbourhood of Nanking as a rule is only used by way of mixing it with other silk, and owing to its stiffness, it is also only fit for the woof, and not for the warp. About 10 % of the quantity manufactured is brought to this port for shipment by Foreign Steamers, chiefly to Hankow and Kiukiang; the remainder is distributed inland in all directions.

Velvet is also manufactured in Nanking, about peculs 600 being turned out yearly.

The total trade of Nanking may be estimated at from four to five millions of Taels, but, considering the rapid strides made since the city had been retaken from the rebels about 3½ years ago, there can be little doubt about its further extension. The population, which is estimated to have then amounted to about 50,000 souls, has since been quadrupled.

So much of Nanking and the success due to the endeavours of Li Hung-chang, during the time of his holding the post of Governor-General of the Two Kiangs, to restore the old capital to its old importance.

But, that Li was not less anxious for the welfare of the whole province, the native officials of my acquaintance, resident at Chinkiang, always bore strong proof of. Through his influence over them, they had become quite alive to see, that their own prosperity was dependent in the first instance on that of the people, and to exert themselves in any measures, likely to improve the latter, they shewed themselves always ready.

But success in all cases has not been their compensation, for which the issue of the experiment of diverting Teas from the Interior to be brought to Chinkiang, and thus raise it to a port of export for that important commodity, offers a sad example.

In April last the so long expected Teas—about peculs 1,100—at length arrived, and sanguinely as everybody had looked at the prospect of this event, just as much disappointment was caused by the outturn of the undertaking. Although there had been every reason to anticipate the best, unluckily, as experience has shewn, the very worst time had been chosen for carrying out the enterprize. Setting entirely aside all the opposing incidents which had to be contended with, in diverting the teas in to a new and untried route, and which occasioned so great delay in the transport, and consequently increased considerably the original cost by the capital being uselessly employed for upwards of six months, the greatest loss in connection with it was the loss of the market. Prices had in the meantime not only considerably declined, but the season for Green Teas had virtually closed when the consignment arrived.

Nevertheless

Nevertheless some Shanghai Tea-tasters found it worth their while to come here to inspect, but could arrive at no settlement with the owners, who were unwilling to put up with any great loss; and the Teas ultimately were shipped to Shanghai in May without having changed hands.

It spite of this sad failure the subject has, however, not yet been given up; but should the experiment be at all repeated again, it is to be hoped that it will be done in quantities sufficient to load a ship with, as otherwise I am given to understand, there can be little inducement for a Foreign Tea hong taking much interest in a purchase of Teas here.

In Autumn last great excitement was caused by the discovery of large Coal fields about 28 miles above this, and close to a canal leading into the Yangtsze. Some had been worked from the surface, but at one place a shaft had also been driven to a deeper bed. H. B. M.'s Consul Mr. Markham, who had gathered the first information, at once took steps towards causing them to be reopened and worked with Foreign appliances; and in this he deserves credit, not only for the energy with which he sought to attain so desirable an object, but for the discretion exercised in dealing with a matter, which for many reasons, required a peculiar delicacy of treatment.

But no little amount of credit would also be due to "Tsaé-she-keuen" (蔡世俊), the present Taoutae of Chinkiang, in case that the scheme should be realised, by the Government granting permission for forming, as is proposed, a Company composed by Chinese and Foreign Merchants, without distinction of nationalities, to work these mines with Foreign appliances, though, but none the less without affecting the sovereignity of China over the whole.

The correspondingly liberal spirit and actions, with which His Excellency supported the proposals of H. B. M.'s Consul, fully equalled, if not indeed even exceeded the exertions of the latter, considering the usual habit of native officials to meet any proposals of changes to what may be new or unprecedented by politè, but all the more obstructive evasions.

There is every reason for hope, that the attempts made towards promoting the welfare of this Port, in this instance, will be successful; and these mines once opened, Chinkiang will not require many more special exertions on the part of officials before it is enabled to take that place among the open Ports in China, which, from its position, it should hold.

Finally, I beg to enclose a comparative table of the principal Imports and Exports for the last two years, as also a table shewing the proportions of the Quantity of Goods imported by Foreign Merchants out of the Total, and have the honor to remain,

Sir,

Your obedient servant,

F. KLEINWÄCHTER,

Commissioner of Customs.

To ROBERT HART, ESQUIRE,

Inspector General of Customs,

PEKING.

COMPA[illegible]

COMPARATIVE TABLE OF PRINCIPAL IMPORTS.—CHINKIANG.

Description of Goods.	Classifier of Quantity.	1866.	1867.	Decrease.	Increase.
Opium,	*Peculs*	5,041.80	4,836.60	205.20	...
Laka Wood,	„	136.20	97.82	38.38	...
Sandal „	„	8,331.63	11,131.34	...	2,799.71
Sapan „	„	306.15	651.67	...	345.52
Sugar, Brown, Foreign,	„	8,976.15	17,372.24	...	8,396.09
„ White, „	„	2,909.08	8,664.49	...	5,755.41
„ Brown, Native,	„	31,366.62	31,670.81	...	304.19
„ White, „	„	28,684.79	31,535.76	...	2,850.97
Candy, „	„	964.46	938.07	26.39	...
Shirtings, Grey,	*Pieces*	14,384	45,650	...	31,266
„ White,	„	1,466	5,069	...	3,603
Woollen Piece Goods,	„	4,364	9,082	...	4,718
Nail Rod Iron,	*Peculs*	5,013.60	2,899	2,214.60	...
Bar Iron,	„	205.91	785.62	...	579.71
Pea (or Bean) Oil,	„	15,768.63	21,156.04	...	5,387.41
Dates, Black,	„	1,175.78	445.61	730.17	...
Fungus,	„	665.62	697.92	...	32.30
Hemp,	„	10,566.13	3,337.05	7,229.08	...
Oil, Wood,	„	79,761.92	83,923.14	...	4,161.22
Paper, 1st Quality,	„	157.39	189.70	...	32.31
„ 2nd „	„	1,062.16	998.25	73.91	...
Tobacco Leaf,	„	4,307.63	3,958.14	349.49	...
„ Prepared,	„	5,516.11	3,453.63	2,062.48	...
Tallow, Vegetable,	„	13,837.45	16,675.62	...	2,838.17

TABLE SHEWING THE PROPORTIONS OF THE QUANTITY OF GOODS IMPORTED BY FOREIGN MERCHANTS OUT OF THE TOTAL IMPORTS.

Description of Goods.	Classifier of Quantity.	Total Quantity Imported.	By Foreigners.
Opium, Malwa,	*Peculs*	4.755	797.50
„ Patna,	„	160	15.60
Sandal Wood,	„	10,785.34	3,495.60
Sapan „	„	730.15	...
Laka „	„	112.32	...
Sugar, Brown, Foreign,	„	17,427.05	935.62
„ White, „	„	9,027.29	40
„ Brown, Native,	„	35,937.65	...
„ White, „	„	31,172.69	...
„ Candy, „	„	948.57	150
Shirtings, Grey,	*Pieces*	46,249	6,970
„ White,	„	5,954	1,150
Cotton Piece Goods,	„	19,344	3,485
Woollen „ „	„	10,685	1,884
„ and Cotton Mixtures,	„	828	60
Nail Rod Iron,	*Peculs*	3,311.75	914.40
Bar Iron,	„	836.77	...
Pea Oil,	„	20,744.14	1,048.50
Dates, Black,	„	509.61	...
Sundries,	„	6,301.60	43.88
FROM UP-RIVER PORTS.			
Fungus,	„	680.31	...
Hemp,	„	3,501.78	...
Oil, Wood,	„	84,431.68	574.08
Paper, 1st Quality,	„	121.49	...
„ 2nd „	„	933.93	...
Tallow, Vegetable,	„	16,255.67	532
Tobacco Leaf,	„	4,284.82	...
„ Prepared,	„	3,386.39	...
Sundries,	„	5,509.55	17.76

NINGPO TRADE REPORT,

FOR THE YEAR 1867.

OFFICE OF MARITIME CUSTOMS,

NINGPO, 1ST JANUARY, 1868.

SIR,—In making to you my annual report on the trade of Ningpo, I am glad to be able to state that the favourable condition of things described by me last year still obtains.

During the three years I have been Commissioner at this port, the Revenue annually collected has steadily increased, which I take to be a much more satisfactory and definite proof of improvement than years of such feverish speculation and unsound trade as 1864 proved to be, not only here, but throughout the entire coast of China.

In the business of this place one thing becomes daily more and more apparent, namely, that Native dealers are learning not only to transact their business direct with Shanghai, but to do so on terms which preclude all profitable competition on the part of Foreign merchants. I have been assured both by Foreigners and Chinese, that in the Shanghai markets for Dry goods or Opium, the Native purchaser can always obtain his goods on the easier terms; but whether or not this be so, sufficient disparity exists in the scale of charges paid by these competitors, to make it clear that direct importation alone will give the Foreigner the command of this market.

Almost the whole of the Ningpo Teas have this season been put on the Shanghai market on Native account; with the exception of a few parcels of Pingshuey, none have been contracted for. Native Tea dealers are extremely well pleased with the outturn of the season's business, better I daresay than purchasers at home will be with the quality of the Leaf, which is considered to be the worst yet manufactured in the province. It is not to be looked for that much care will be bestowed on the production of a prime article, so long as purchasers outvie each other in eagerness to buy irrespective of price or quality.

The total export of Green Tea amounts to peculs 115,268, being peculs 12,185 in excess of 1866.

The average price having been thirty-five taels per pecul, the total value may be estimated at Tls 4,034,380, equal to £ 1,344,760.

The Faichow Teas brought through Ningpo steadily increase in quantity every year, and may now be confidently regarded as a settled and by no means unimportant part of the trade of the port.

	Prepared Leaf.		Unprepared Leaf.	
1861,	*Peculs*	44,019	*Peculs*	8,036
1862,	„	5,178	„	9,371
1863,	„	20,990	„	15,447
1864,	„	53,809	„	5,307
1865,	„	70,661	„	1,492
1866,	„	102,782	„	956
1867,	„	115,268	„	568

Silk has fallen short of last year's export; not only has the crop been short, owing to a want of Mulberry leaves through drought, but the Hangchow route is chiefly used for the transit of this staple to Shanghai.

EXPORT

EXPORT OF SILK.

	1861.	1862.	1863.	1864.	1865.	1866.	1867.
Peculs.....	6,656	1,507	52	949	1,914	1,039	925

MATS are manufactured in the city of Ningpo in steadily increasing quantities.

The raw material, grown in the neighbourhood, costs 10 cash a pecul, and when made into matting is worth seven taels per hundred pieces, weighing about two peculs. The quality is superior to those of Cantonese make, and having been exported both to Europe and America they find there a ready sale.

COTTON in consequence of prices in Hongkong having ruled low during the season has been neglected by growers throughout the province; land has been thrown this year more into grain crops, as that has paid better and more immediately; so that the smaller quantity of Cotton grown being in few hands, and also of superior quality to that of last season, has maintained a higher value in the country than admitted of its exportation. Peculs 41,055 have been shipped to Hangkow, peculs 12,802 to Hongkong, and 53,000 have been exported in Native craft to Wanchew and other places on the Coast not open to Foreign Trade.

EXPORT OF COTTON.

	1861.	1862.	1863.	1864.	1865.	1866.	1867.
Peculs.....	5,849	19,648	125,155	103,201	33,568	33,727	65,643

I would beg leave to point out here, that the publication of these annual Reports in the middle of each Tea and Cotton season, tends to discrepancy between the written matter and the figures of the report; the former referring to the general prospect of the current season, the latter comprising necessarily part of two seasons, viz., the last half of the previous and the first half of the present one.

MEDICINES are largely produced throughout the province, and principally find a market at Hangkow. In the immediate neighbourhood of Ningpo large quantities of Putchuck are grown.

CUTTLE FISH has become quite a considerable item in the list of Exports from this place. It finds a ready and profitable sale in Native hands at all the Northern ports and in the Yangtsze, but Foreign merchants do not find it a business worth engaging in. These fisheries find employment for a large proportion of the population of the Chusan group, and on this traffic principally depend also the numerous salt works which line Hangchow Bay and the adjoining coast.

EXPORT OF CUTTLE FISH.

	1861.	1862.	1863.	1864.	1865.	1866.	1867.
Peculs.....	7,214.	32,512.	37,118.	27,922.	37,581.	22,427.	41,740.

The aspect of the Import Trade of Ningpo throughout the past year has been satisfactory. In COTTON PIECE GOODS there is visible an increase of 130,815 pieces, and in WOOLLENS of 17,519 pieces.

This branch of trade is entirely in the hands of Native dealers, who supply their daily wants from Shanghai.

The cause of the increased importation and consumption I take to be that the Cotton business of the province is monopolized by comparatively a few hands, who having during the four last seasons become wealthy and independent, have taken advantage of the present short crop to keep the price of Native Cotton up to such a pitch, that the people have been driven to use Foreign Cloth this season, a thing they will not do from choice in ordinary times.

OPIUM shows but little difference in the quantity imported, but this like other branches of business in Ningpo, is passing from the control of Foreigners, who, in many cases, act merely as the landing agents of Native importers. The continued exaction of the War tax drives the Native dealer to have recourse to Foreign aid, to mystify the tax-collectors and evade payment. Their success may be judged from the fact that of peculs 5,136 imported, only peculs 3,098 have paid War tax. It must be confessed that the local authorities are hardly to be sympathized with under their loss of revenue, for the smuggling is patent to the slightest observation, and those who abet the Natives in their evasion are perfectly well known to do so. A system of taxation that calmly submits to the loss of Taels thirty-nine on 2,038 peculs of Opium, equal to *Tls* 79,482, or say £ 25,000, must, to say the least of it, be a very faulty and inefficient one.

TABLE

TABLE OF IMPORT OF OPIUM.

		1861.	1862.	1863.	1864.	1865.	1866.	1867.
Malwa, ...	*Peculs*	1,436	1,272	2,707	3,011	2,427	3,374	4,013
Patna, ...	„	72	27	56	222	536	933	683
Benares, ...	„	6	...	...	8	206	150	415
Persian, ...	„	...	...	...	46	188	29	25
Turkey, ...	„	...	...	...	17	22	3	...

METALS exhibit little alteration in the quantity imported. Lead, as is natural in a Tea manufacturing province, is the metal in steadiest demand. Tin also is generally well enquired for for Hangchow.

SUGAR has been imported in considerably larger quantities than last year, and re-export not having been made so freely as is usual to the Northern ports, the market throughout the season has been overstocked.

In Formosa and Fohkien, crops have been large and prices low.

IMPORT OF SUGAR.

		1861.	1862.	1863.	1864.	1865.	1866.	1867.
Brown, ...	*Peculs*	52,902	7,865	134,098	113,260	100,963	126,028	151,722
White, ...	„	20,928	7,892	68,251	29,967	51,909	32,910	50,518
Candy, ...	„	4,859	1,339	10,294	6,701	3,597	5,510	5,276

RICE has been largely imported throughout the year, not however to meet any local scarcity, for prices have not ruled at all high in the country, but owing to abundant crops and low prices in Siam.

IMPORT OF RICE.

	1861.	1862.	1863.	1864.	1865.	1866.	1867.
Peculs, ...	194,533.	194,533.	1,916,051.	1,911,144.	575,783.	154,645.	311,077.

COALS from Formosa would find a ready market here if the Duty were equalized, so that it might compete with Foreign Coal.

Sydney Coal is worth here $15 per ton.

Keelung „ „ „ „ „ 7 „ „

My remarks last year on the daily abuse of the *Transit Pass System*, are equally applicable to 1867. These documents are still an article of traffic between the Foreign and Native merchant, who buys Foreign protection for his Cotton *in transitu* by a payment of fifty cents per bale. As the Chinese merchant saves 50 % on the amount of his Inland taxes by using a Foreign Transit Pass, he can scarcely be blamed for transacting his business in the way most profitable to himself; the fault lies in the state of affairs which makes it worth his while to obtain the document.

If the Foreign merchant made an effort to retain the business of the port in his own hands, by only procuring Passes for such goods as were bought from himself, or brought from the Interior to his consignment, one could sympathize with his aim; but these documents are applied for to cover goods that have never been in his possession, and of the existence of which he is quite ignorant.

GOODS TAKEN INTO THE INTERIOR UNDER TRANSIT PASS.

Cottons, ...	*Pieces*	137,630	
Woollens, ...	„	852	
Cottons and Woollens, ...	„	1,770	
Chintzes, ...	„	9,540	
Velvets, ...	„	1,318	
Drills, ...	„	1,888	
Iron, ...	*Peculs*	3,552	
Lead, ...	*Peculs*	2,522	
Tin, ...	„	10,976	
Sea-weed, ...	„	1,047	
Pepper Black, ...	„	268	
Sandalwood, ...	„	241	
Bicho de Mar, ...	„	59	

GOODS BROUGHT FROM THE INTERIOR UNDER TRANSIT PASS.

Cotton,	*Peculs*	130,154	Tea,	*Peculs*	17,601
„ with Seed,	„	33,270	„ Leaf,	„	8,519
Fans,	*Packages*	225	„ Dust,	„	100
Nankeens,	*Peculs*	1,158	„ Stalk,	„	251
Medicine,	„	7,608	Tobacco,	„	12,397

During the year there have been but few acts of Piracy committed within the waters of this district, and those only by small native craft on each other. There is no doubt that even the most peaceful trading junk will, when occasion offers, levy black mail on any vessel smaller than itself, that can be made to pay a squeeze; but Pilot Boats and other small craft flying Foreign flags are hardly ever molested. It would be well, however, if each district had its good screw gunboat for use, both as a Preventive and Government Cruizer.

Credit amongst Chinese merchants at this port is on a much firmer footing than at the close of last year, and it is not apprehended that there will be any large failures in the city at the New Year. Amongst Foreign merchants, on the other hand, the gloomiest anticipations prevail of the gradual collapse of their trade.

In a port whose steady progress is marked by a yearly increase of Revenue, it is greatly to be regretted that the profits of trade should not be shared equally by Foreigners and Natives; but it can hardly be otherwise so long as the latter alone possess the faculty of combining for the control of business.

I am,

Sir,

Your obedient servant,

JAS. K. LEONARD,

Commissioner of Customs.

To ROBERT HART, ESQUIRE,

Inspector General of Customs,

PEKING.

FOOCHOW,

FOOCHOW TRADE REPORT,

FOR THE YEAR 1867.

OFFICE OF MARITIME CUSTOMS,
FOOCHOW, JANUARY 31ST, 1868.

The past year furnishes us with a picture which is perhaps even gloomier than the one given of 1866 in the last Yearly Report which left this port.

Commercial depression in 1866 confined itself within bounds, to some extent, but in 1867 it has broken loose altogether, and has pervaded nearly all branches of trade.

Foochow, however, is not the only place which has suffered from depression; other places have had their share of it; nay, it may be said, with a great deal of truth, that the depression has been almost universal, few places having altogether escaped its influence. When the clouds which have hung heavy for some time past on the commercial horizon, will clear off, it is impossible to say; but, in the opinion of some, no improvement need be expected for the next two or three years, if even within that time.

The great event, commercially speaking, which claims a preliminary notice here, and which has had a more direct influence on trade here than at any other port, is the attempt, in 1867, on the part of the Banks, to alter the conditions of trade with the East, by shortening the usance of Bills from 6 to 4 months' sight.

In drawing at 6 months' sight the Banks afforded facilities for trading which were too great, and which tended to engender reckless speculation on the part of many whenever there was produce to be obtained. Such speculation often involved not only the immediate parties concerned, but also their supporters, in loss. The object of the Banks was to confine their operations to the more wealthy houses, and thus to lessen the risk of incurring loss. By shortening the usance of Bills it was anticipated that the Bills would become due before the proceeds of the produce against which they were drawn was available to meet them, and that people would thus have to depend upon other resources than those employed in the immediate transaction. This, it was hoped, would deter those who had not large resources, from engaging in reckless trade, but it had not the desired effect. The alteration was generally unpopular in commercial circles, and did not accomplish the end desired by the Banks.

Private paper of well-known houses at 6 months' sight was in great demand, and also that of the local Bank, which accumulated a vast amount of business to itself in consequence of its having dissented from the measure projected by the other Banks. The English Banks lost not only much of their Exchange business on England, but also a great deal of it on other ports.

The ill success of the experiment which was tried has led to its abandonment, and to a renewal of the issue of 6 months' Bills as in 1866.

Another feature of 1867, claiming passing notice, is the low rate of Exchange which has ruled the latter part of the year,—a rate, I may say, hitherto unparalled since the opening of the port.

Two reasons may be assigned for this state of affairs. One reason is that exchange in India has been low, and the exchange in China, sympathizing more or less with that of India, has hence been low. The second reason is, that large amounts of Silver have been imported by the Pacific Mail Company's Steamers from San Francisco. The large influx of Silver has conduced to its cheapness, and this again has enabled the Foreigner to pay a higher price than he otherwise would have been able, for produce obtained from the Native; but this advantage, however, has been to some extent nullified by the high rates of freight which have ruled the greater part of the season.

The Natives have also suffered during 1867. In the first part of the year their speculations were remunerative to an extent of 20 per cent, but being over sanguine to enrich themselves they embarked in larger speculations still, and in the end suffered a loss of 30 per cent, being 10 per cent over their gain in the early part of the year.

GENERAL

GENERAL SUMMARY OF TRADE.

The net value of the trade in 1867, was $ 37,983,183, and in 1866, $ 39,519,747.

It will be seen from these figures that 1866 has an advantage of 4 per cent over its successor 1867. The figures above given include $ 6,719,461 of Treasure in 1867, and $ 8,940,511 in 1866.

If Treasure be deducted from each year, 1867 will then have an advantage of 2 per cent in its favour; but as Treasure forms a most important element in trade, it will hardly admit of being excluded from the total.

The value of	Foreign Imports, less Re-exports,	$ 5,369,491.
„	„ Chinese Produce Imported,	„ 5,134,290.
„	„ „ Exported,	„ 20,759,941.
„	„ Treasure Imported,	„ 6,719,461.
	Total,	$ 37,983,183.

FOREIGN TRADE.

Our staple Import—Opium, has fallen off greatly, a fact which is attributable, in a great measure, to the oppressive taxes which are levied upon it, when it passes out of the hands of the Foreign merchant.

The Kiangsi people, who used to supply themselves with the drug from this market, now resort to Kiukiang, and other places in that province, for it, where it is subjected to a trifling impost compared with what it suffers in this province.

Foochow, it must be recollected, labours under disadvantages which are not felt by other places less densely populated. A province populated as this is, necessitates a large staff of officials, and an exigency of this kind enhances the demand for funds to supply the increased staff.

An augmentation of funds can only result from increased taxation, and where a large quantity of money is required, it must naturally follow that many will be reduced to poverty, owing to the excessive demands made upon them to supply the required wants.

The view above given with reference to the necessity of increased taxation where the population is excessive, may not be shared by many, but I am inclined to think that it is not wholly an erroneous one. The aim is to vindicate the Chinese officials in this province from a charge of undue oppression, and to show that they are not more exacting than officials of other provinces; but that the number of them is so much in excess of that of smaller provinces, that it becomes a matter of necessity to maintain increased taxation in order to meet all their wants.

Though the amount of Inland Revenue collected may be large—in fact it is estimated at Tls 2,200,000 a year,—it has to supply so many wants in a large province such as this is, that it is by no means in excess of requirements.

The trade in Opium has fallen off 7 per cent.

The importation was less last year than in any preceding year, 1865 excepted.

The figures of	1862	against	1867,	show an advantage of			30 %.
„	„	1863	„	„	„	„	24 %.
„	„	1864	„	„	„	„	19 %.
„	„	1866	„	„	„	„	7 %.

In 1865, only 4,953 chests were imported, whilst it 1867 the number was 5,024. The latter year has thus the advantage of 1 per cent to its credit.

The average price of	Malwa, was	$	819.
„ „	„ Patna, was	„	583.
„ „	„ Benares, was	„	567.
„ „	„ Persian, was	„	695.
„ „	„ Prepared, was	„	1,600.

There appears to be no demand whatever for Turkey Opium at this port. In 1861, 1862, 1863, and 1864, there was no importation of this drug.

In 1865, only peculs 1.09 reached this place from Hongkong, but this was re-exported, and in 1866 peculs 4.45 were imported from Formosa, but were re-exported to Amoy again. Since then no Turkey Opium has entered the port.

The sales during 1867 were			1,175	chests	Patna.
„ „	„	„	2,288	„	Malwa.
„ „	„	„	530	„	Benares.
„ „	„	„	305	„	Persian.

—and

—and in 1866 were..... 1,851 chests Patna.
„ „ ..... 2,529 „ Malwa.
„ „ ..... 922 „ Benares.
„ „ ..... 306 „ Persian.

The price of Malwa has ruled lower than in 1866, but Bengal drug, on the other hand, has commanded a higher rate.

The sales of Persian Opium during the two years above given are very nearly the same.

Dealers are very particular in their purchases of this class of drug, taking only the best.

Patna and Benares are mostly consumed in Foochow and along the Coast. Malwa is in request up country, and being in small cakes of a few taels weight each, it becomes of great convenience to smokers, who can procure it in small quantities, and can obtain a yield of 70 per cent of Opium from it.

The Bengal drug is saleable only in balls of three catties weight each, and hence smokers with limited means, who are anxious to indulge in the luxury, have to repair to the Opium shop to satiate themselves. They there obtain the Opium adulterated with dross and husk, and are besides subjected to an imposition.

Kien-ning-foo takes above 2-3rds of our Opium, Yen-ping-foo and Shao-wu-foo the remainder. In Kien-ning-foo, Malwa ranges from $ 995 to $ 1,050 a chest.

It may not be amiss here to notice in detail the probable or actual tax levied on a pecul of drug at this port.

We have then—

Hua-shui,	Tls	30.0.0.0		
Meltage Fee,	„	8.4.0.0		
Premium,	„	3.0.0.0		
			Tls	41.4.0.0
War Tax (Lekin),	Tls	16.0.0.0		
Meltage,	„	3.2.0.0		
			Tls	19.2.0.0
Coast Guard,	Tls	5.0.0.0		
			Tls	5.0.0.0
Total,			Tls	65.6.0.0

To these figures we may add the tax imposed to meet the extra outlay incurred on account of the Lay-Osborn flotilla, called—

P'iao-shui,	Tls	15.0.0.0		
Meltage,	„	1.6.0.0		
Premium,	„	1.0.0.0		
			Tls	17.6.0.0

In addition to the above we have the Kwang-hong fee, which is the perquisite of the hong which farms the revenue from this service, ... Tls 1.4.4.0

Total,			Tls	84.6.4.0

If we add to this total the Foreign Customs Duty of	Tls	30.0.0.0		
And a premium of 10 %.,	„	3.0.0.0		
			Tls	33.0.0.0
The grand total will be			Tls	117.6.4.0

We have thus the total amount to which a chest of Opium is liable before it can be smoked by those in the Interior.

As the Kiangsi buyers can procure the drug viâ Hangchow and Kiukiang at a reduced charge of 40 taels, it is not surprising that they should have ceased to visit this market.

The collection of part of the inland revenue on Opium was, until very recently, farmed out to any individual who would guarantee the return of Tls 30 a pecul on 4,800 peculs each year. The quota was therefore Tls 144,000, and the deficit, if any, had to be made good by the person who had undertaken the collection of the dues on the drug.

The

The surplus was the perquisite of the collector, and he also enjoyed a share in the meltage fee. In spite of these perquisites, the management of the Lekin was not remunerative, and hence it was given over; the last man who had charge of it having to make good last year no less a sum than Tls 23,400, the quantity of Opium which passed through his hands having been only peculs 4,020, which realized but Tls 120,600. The expenses attending the collection of the revenue must have been great, and must have tended to swallow up, in a great measure, the meltage and other accruing fees, leaving therefore but a sorry balance for the collector to carry to his credit at the end of the year. The collection of the tax has passed into the hands of the Li-chin-chu [Le-kin-kuk], and at the present moment the sole management of it is in their hands.

Before we quit the subject of Opium, it may be worth while to mention a circumstance of rare occurrence, and that is the importation of peculs 4.80 of Patna Opium from Australia.

The owner of the Opium was also the owner of the vessel which conveyed it to Foochow, and hence no extra expense on account of freight was incurred. When this fact is borne in mind, it will account for this singular importation from a place so remote, and so entirely out of the direct route between India and China.

PIECE GOODS.—The value of Cotton Piece Goods in 1867 was $ 601,220, against $ 416,477 in 1866, thus showing an increase in the former year of 30 per cent.

The value of Woollen Goods in the same period was $ 301,197 and $ 266,717 respectively, showing, therefore, 1867 to have the advantage to the extent of 11 per cent.

The total value of Piece Goods from Foreign Countries was, ... $ 848,148.
„ Native Ports, ... „ 54,269.

Piece Goods have ruled lower than in 1866, but have not been very remunerative to those who dealt in them.

The triennial examinations for civil and military Chü-jên came off in October, and to this circumstance may be attributed the increased demand for them.

This increase may be of an ephemeral nature; on the other hand, it may be of a permanent nature, but it is impossible to speak with any degree of certainty respecting it.

The increasing cheapness in the goods may tend to enhance the demand for them, and we may hope that such will be case.

Whether Manchester Goods can compete at the present moment with the Native manufacture in point of durability, quality, and price, those only who are interested in the trade can tell.

If such is not the case just now, it will doubtless be so in the course of a year of two, and then we may find that the Native instead of making up the raw material himself, will look wholly to Foreign Countries, to supply his wants with their fabrics.

Durability is absolutely necessary in Piece Goods.

A Native is sure to consider carefully whether a coat manufactured by himself from the raw material, will last him as long as one made from Foreign material.

When this difficulty is solved, and the Foreign goods are proved to have the advantage, he will then take them in preference to his own.

Amongst Cottons, the demand appears to have shown itself more especially apparent for Dyed and White Brocades, American Drills, Muslins, *T*-Cloths, and Spotted Shirtings.

Dyed Brocades,	show an	increase	of.....	62	per cent.
White „	„	„	„	75	„
American Drills,	„	„	„	37	„
Muslins,	„	„	„	69	„
T-Cloths,	„	„	„	52	„
Spotted Shirtings,	„	„	„	58	„

And amongst Woollen Goods the following exhibit a large increase:—

Bombazettes of	90 per cent.	Spanish Stripes of	70 per cent.
English Camlets of	29 „	Woollen and Cotton Mixtures of	62 „

The

The average prices of Piece Goods were as under:—

Dyed Brocades,	per piece	$ 8		Chintzes,	per piece	$ 3.75
White „	„	„ 6		American Drills,	„	„ 8
Cambrics,	„	„ 5		Grey Shirtings,	„	„ 4
White Shirtings,	„	„ 6.50		English Camlets,	„	„ 24
Spotted „	„	„ 6.75		Long Ells,	„	„ 10
T-Cloths,	„	„ 2.85		Lustres,	„	„ 9
Bombazettes,	„	„ 6.00		Spanish Stripes, Inferior,	„	„ 18

The following is the Lekin tariff on Piece Goods. The figures include Meltage fee:—

		Tls.m.c.c.
American Drills,	per piece	0.0.6.3
Chintzes,	„	0.0.6.3
Damasks,	„	4.2.4.0
Grey Shirtings,	„	0.0.6.3
White „	„	0.0.7.4
Turkey Red Cloth,	„	0.0.6.3
White Brocades,	„	0.0.5.0
Dyed „	„	0.0.6.0
Velvets,	„	0.1.2.7
Ginghams,	„	0.0.3.1
T-Cloths,	„	0.0.6.3
Broad Cloth,	„	2.4.7.3
Bombazettes,	„	0.3.1.8
Crape Camlets,	„	0.6.3.6
English „	„	0.6.3.6
Lastings,	„	0.6.3.6
Long Ells,	„	1.9.4.9
Spanish Stripes,	„	2.8.9.6
Woollen and Cotton Mixtures,	„	0.1.0.0
Linen, Fine,	„	0.0.6.3
„ Coarse,	per pecul	0.4.2.4

METALS.—Tin shows an increase of 12 per cent; Lead, on the other hand, has fallen off no less than 67 per cent. The greater portion of the latter Metal reached us from Shanghai, whilst in 1866, the major portion came from Hongkong.

The quantity of Lead sent into the Interior in 1867 was more by 39 per cent, than the total import during the year, and less by 11 per cent than that sent into the country in 1866.

COAL.—Australia supplied us with nearly 57 per cent more Coal than she gave us in 1866.

From 1,020 tons in 1866, the import reached 2,360 tons in 1867.

In addition to the above item, we received also from the same place during last year, peculs 165.78 Bicho de Mar, Black; peculs 34.50 of Sandalwood, and peculs 4.80 of Patna Opium, which has already been alluded to.

Australia will claim more special notice when we come to the subject of Tea.

TRADE WITH THE PORTS.

Our trade with the eight ports with which we have communication compares unfavorably with 1866.

The difference may be estimated to be 2 per cent.

The value of the trade in 1866 was—$ 5,945,013, and in 1867, $ 5,825,341.

The following series of tables will show our imports from Native ports.

IMPORTS FROM SWATOW.

Goods.		1866.		1867.	
			Dollars.		*Dollars.*
Betel Leaf,	*Peculs*	1,042.84	6,257	1,104.18	10,475
Fans, Paper,	*Pieces*	110,947	13,313	68,814	10,322
Flour, Potato,	*Peculs*	1,770.53	8,853	1,353.62	4,980
Sugar, White,	„	2,615.70	20,926	1,300.27	9,102
Sundries,	*Dollars*		5,680		9,438
Total Value,	„		55,029		44,317

The

The total value of the trade with the above port, it will be seen, is $ 44.317, a sum which is less by 19 per cent than that of 1866.

The falling off is chiefly in Paper Fans and Potato Flour. In 1867 the following items, which were absent from the Returns of 1866, appear:—

Sugar Candy,	*Peculs*	9.78	White Wax,	*Peculs*	1.43
Cotton Rags,	„	71.73	Wheat,	„	407.46
Quills,	*Pieces*	8,400			

IMPORTS FROM AMOY.

Goods.		1866.		1867.	
			Dollars.		*Dollars.*
Flour, Potato,	*Peculs*	2,160.76	10,804	815.00	3,249
Sugar,	„	664.00	2,203	2,108.86	9,472
„ Candy,	„	1,826.45	18,264	1,512.28	18,147
Sundries,	*Dollars*		111,131		98,360
Total Value,	„		148,402		129,228

Our import trade with Amoy has also fallen off. By a comparison of the figures of 1866, which are $ 148,402, with those of 1867, which are only $ 129,228, we shall find that the former year has in its favor no less than 13 per cent.

Potato Flour has decreased 69 per cent; Brown Sugar, on the other hand, has increased 68 per cent.

IMPORTS FROM FORMOSA.

Goods.		1866.		1867.	
			Dollars.		*Dollars.*
Coal,	*Peculs*	34,895.37	15,703	28,132.47	13,496
Hemp,	„	254.25	3,051	...	...
Seeds, Sesamum,	„	616.65	4,933	709.72	5,678
Sundries,	*Dollars*		27,241		390
Total Value,	„		50,928		19,564

The trade with Formosa has degenerated greatly; probably on account of the defective communication which has existed between that port and our own during last year.

The following information relative to our communication with Formosa during the two preceding years, will not be without its interest.

In 1866.	In 1867.
The Steamer *Chanticleer*, called once.	The Steamer *Taiwan*, called, on her way to and from [Hongkong.
„ „ *Prince Kung*, „ 8 times.	„ „ *Yesso*, called twice in the same way.
„ „ *Island Queen*, „ 3 „	„ „ *Island Queen*, called once.
„ „ *Yesso*, „ twice.	SAILING VESSELS:—
SAILING VESSELS:—	The *Meta*, called once.
The *Pearl*, called once.	„ *Arthur*, „ 3 times.
„ *Cronkbane*, „ „	„ *Ville de Grenade*, „ once.
„ *Mephista*, „ „	
„ *Foh-kien*, „ „	
„ *Perle*, „ „	
„ *Solide*, „ „	
„ *Friede*, „ twice.	
„ *Chusan*, „ once.	

The

The decrease in our trade with Formosa may be set down as 61 per cent, as the table above given will testify. Trade during last year has almost wholly been confined to junks, and hence it is impossible to say whether it is developing itself as each year advances, or whether it is really on the decrease.

Amoy monopolizes the trade of the whole of the South of the island, and the greater part of the North of it also.

Three items only reached us from Formosa in 1867,—Coal, Rice, and Sesamum Seed; whilst in 1866 there were no less than 27 items to be found in our Returns. The import of Rice was very small—260 peculs only having entered the port, against 2,891 peculs in 1866.

IMPORTS FROM NINGPO.

Goods.		1866.		1867.	
			Dollars.		*Dollars.*
Cotton, Raw,	*Peculs*	1,052.20	23,148	964.00	24,100
Cuttle Fish,	„	265.40	2,265	190.00	1,900
Wheat,	„	5,949.12	23,796	2,159.80	5,399
Sundries,	*Dollars*		71,291		7,429
Total Value,	„		120,500		38,828

The communication with Ningpo has been very slight. This circumstance has doubtless tended to increase our trade with Shanghai.

A decrease in the imports by Foreign vessels ought to give a stimulus to the junk trade; but this has not apparently been the case. In fact, the receipts at the Native Customs were less in 1867 than in 1866. This fact supports the remark above made relative to the trade having taken a circuitous route viâ Shanghai.

The Native Office collected last year *Tls* 7,200 on Imports from Ningpo, and *Tls* 7,500 on Exports to that place.

Few of the Steamers which have been running regularly between Foochow and Shanghai during the last year, have called at Ningpo on their way, whereas in 1865 and in 1866 most of them called in there both to and from Shanghai.

Five items only appear in the Returns of last year, against 24 in 1866.

The following items with value of each were imported in 1866; but are altogether absent from our Returns of last year:—

Safflower,	$	1,396.	Raw Silk,	$	3,600.
Silk Piece Goods,	„	2,106.	Medicine,	„	2,737.

The port which next calls for notice is Shanghai, with which the greater part of our trade is carried on.

IMPORTS FROM SHANGHAI.

Goods.		1866.		1867.	
			Dollars.		*Dollars.*
Cotton, Raw,	*Peculs*	2,559.14	56,301	3,902.90	97,573
Fungus,	„	630.59	18,918	599.70	23,988
Medicine,	„	2,619.91	71,613	2,592.85	60,790
Nankeens,	„	27,214.95	1,905,046	28,623.08	2,003,616
Safflower,	„	258.88	43,203	305.90	35,255
Tobacco, Prepared,	„	6,172.62	246,905	6,144.05	276,482
Wheat,	„	17,421.17	69,685	19,638.15	49,095
Sundries,	*Dollars*		525,513		584,672
Total Value,	„		2,937,184		3,131,471

Nankeens

Nankeens may be considered to be our staple import from Shanghai. The trade in them has been steadily on the increase for some time past, and in the above table it will be seen that the total value of them in the year under review was no less than $ 2,003,616. The new importations from the above port last year were Manure Cakes, Pears, Dried Prawns, Melon Seeds, and Wood Oil.

A large quantity of Paddy was imported, and it may also be noted that the value of Foreign Piece Goods from the same place was much greater than in 1866.

The trade with Shanghai has increased 6 per cent in 1867 over 1866.

IMPORTS FROM CHEFOO.

Goods.		1866.		1867.	
			Dollars.		*Dollars.*
Bean Cakes,	*Peculs*	27,518.82	110,075	42,344.40	127,033
Cotton, Raw,	„	1,889.12	41,561	1,440.80	36,020
Dates, Black,	„	658.97	3,954	1,266.92	6,335
„ Red,	„	610.22	3,051	963.20	3,853
Peas,	„	62,732.50	203,881	53,105.45	119,487
Sundries,..	*Dollars*		113,042		78,616
Total Value,.....	„		475,564		371,344

A disparaging account must be given of the trade with this port. The figures of the two years given in the above table show us that the loss is no less than 22 per cent in 1867.

The staple import from Chefoo may be said to be Peas. These have fallen off considerably, as well as Raw Cotton, another important item usually received from the same port.

IMPORTS FROM TIENTSIN.

Goods.		1866.		1867.	
			Dollars.		*Dollars.*
Bean Cakes,	*Peculs*	1,404	5,616	1,080	3,240
Caps, Felt,	*Pieces*	50,921	20,368	62,120	21,742
Cotton, Raw,	*Peculs*	4,805.74	105,726	3,222.12	80,553
Medicine,	„	2,566.27	25,240	1,003.19	13,786
Tobacco, Prepared,	„	1,782.05	71,280	2,113.34	95,100
Sundries,....	*Dollars*		97,635		44,213
Total Value,.....	„		325,865		258,634

The trade having depreciated 20 per cent, I am unable to speak more hopefully of it than that of Chefoo.

Our staple Import from Tientsin is Raw Cotton; Tobacco Prepared ranks next to this, and will speedily take first place.

The cheapness of Foreign Piece Goods has lessened the demand for Cotton. The value of the latter in 1867 is less by 23 per cent than in 1866. The decrease will be more apparent as each year passes by, and it is not unlikely that most of the land under Cotton cultivation in the North will be used for Wheat, and other necessaries of life, on which the Natives are more immediately dependent for their existence.

England no longer requires to be fed by China with the raw material. The demand therefore having ceased in that direction, coupled with the increased importation of Manchester Goods, will tend to bring about the result referred to above.

IMPORTS

IMPORTS FROM NEWCHWANG.

Goods.		1866.		1867.	
			Dollars.		*Dollars.*
Bean Cakes,	*Peculs*	19,506.67	78,027	11,712	35,136
Peas,	„	8,400	27,300	51,561	116,012
Samshoo,	„	10.35	114	165.30	1.983
Oil, Bean,	„	...	...	2,830.85	28,309
„ Pea,	„	...	...	992.90	10,922
Sundries,	*Dollars*		875		5,577
Total Value,	„		106,316		197,939

Shanghai and Newchwang are the only two ports that furnish us with figures in 1867, which compare favorably with 1866.

The Import trade with Newchwang has increased 46 per cent, and several new items have reached us:—

Fungus,	*Peculs*	25	Buffalo Horns,	*Peculs*	8
Deers' Sinews,	„	16	Medicine,	„	262
Senna,	„	10	Bean Oil,	„	2,831
Melon Seeds,	„	128	Pea „	„	993
Buffalo Hoofs,	„	79	Hemp Seed,	„	413

Peas formed our staple Import last year, Bean Cake during the year before.

SUMMARY OF THE IMPORT TRADE.

The net value of Foreign and Chinese Goods imported into the port was in—

1866.	1867.
20,069,968 *Dollars.*	17,223,242 *Dollars.*

There is as much as 14 per cent of difference between the two years. In 1866 are included $ 8,940,511 Treasure, and in 1867, $ 6,719,461.

The figures given will tend to substantiate the opening remarks of this Report relative to the reign of commercial depression throughout last year.

After two bad years in succession, it is hardly a premature anticipation to expect that 1868 will bring with it prosperity to the commercial world, but this hope must not be indulged in too sanguinely, as there is no present probability of its being realized.

THE EXPORT TRADE.

Our Export trade, as was remarked in the last Report, is established on too solid a basis to be shaken by mere transitory causes.

As long as Tea forms the staple Export, and there is no reason to anticipate that it will fall off, Foochow will maintain the prominent position which it has held for the past few years.

The total value of our Exports last year to Foreign Countries was	$	19,097,640.
—and to Chinese Ports,	„	1,662,301.
—making a total of,	$	20,759,941.
The value of the same in 1866 was	„	19,449,779.
The difference in favor of 1867 is	$	1,310,162.

—which is equivalent to 6 per cent.

Tea.—Our staple Export claims our notice first. Though mention has been made in the usual Monthly Reports, of the dates on which the markets for the different kinds of Tea opened, it will be as well to recapitulate a little here.

The

The Congou market opened on the 27th of May, at Tls 24 to 27; as much as Tls 30 being paid for some of the finest Tea. The absence of a common bond of union amongst the Foreign merchants stands greatly in the way of their obtaining Tea at a low price.

Were a leaf taken out of the Chinese book it would be of great advantage to them.

The Chinese holders of stock manage to combine together, but their combination could not last for a very long time, as most, if not all, of their capital is locked up in the Teas which come down from the Country to their consignment. The Foreigners can afford to wait, and were a determination to hold off really evinced, the Tea-men would be inclined eventually to come to terms.

The high prices obtained by the Chinese merchants for the first arrivals induced them to anticipate similar good fortune throughout the season. Their ambition led them to pay a much higher price than was necessary to the producers for the second and third crops, in the hope of receiving a high price in Foochow, and thus profiting a second time. Their speculations, however, turned out unfortunate, and they eventually involved themselves in loss. Decreased stocks in England led Foreign merchants to anticipate a profit on their shipments, and hence the export of the Leaf was even brisker for a time than in 1866. Until last season tonnage was engaged every year, and hence it became necessary to ship a certain quantity of tea, which was obliged to be purchased as soon as the market opened, irrespective of the price. Last year there were no prior engagements for freight, but in spite of this there appeared to be as much activity in shipping the Leaf off as in 1866—

The first four Tea Clippers which cleared in 1866 were the following:—

May	28th,	*Fiery Cross*,	with.....	942,397 lb.
„	„	*Ariel*,	„	1,421,744 „
„	„	*Serica*,	„	1,136,020 „
„	„	*Taeping*,	„	1,210,051 „

—and in 1867, they were—

May	30th,	*Maitland*,	with.....	1,198,696 lb.
„	31st,	*Serica*,	„	1,030,526 „
June	1st,	*Taeping*,	„	1,136,960 „
„	„	*Fiery Cross*,	„	940,510 „

The rate of Freight for the four which cleared first in 1867 was £ 4 per ton.

The Souchong market opened on the 15th June at Tls 40 per pecul, and six of the finest chops were cleared at once at this price. The price then declined Tls 2 on the opening rate.

The fine and finest of this class of Teas are considered to have been superior to those of 1866, but the others inferior to them.

The Oolong market for America opened on the 2nd of October at Tls 24 *a* 29.

Some of this kind of Tea was purchased at Tls 19, whilst as much as Tls 32 was paid for some of the finest. Undue haste showed itself on the part of some of the merchants, and they hence had to pay more than would have been requisite had they exercised a little prudence and discretion.

Black Tea predominates so much over Green, that it will perhaps be better if I note the part that each has played in the trade, instead of speaking of Tea generally.

Black Tea:—Great Britain has taken 6 per cent more Black Tea than she took from us in 1866, 1 per cent more than in 1865, and 2 per cent more than in 1864.

„ It must be remembered, however, that there was a large quantity at the end of December 1866 waiting for shipment on the 1st of January,—a circumstance which will account for the increase.

It is hardly fair to draw any inferences on the Export of Leaf from the 1st of January; we must always take our figures from the beginning of the Tea season.

I propose, in the first place, to deal with the whole year, and having accomplished this task, to take the figures from the opening of the market.

The Export of Tea to the Channel for orders was 46 per cent under that of 1865, and 44 per cent under that of 1866.

The United States and Australia, the latter place deserving more special notice, have taken more of our Tea than in any previous year.

To the first mentioned place the export was 29 per cent over 1864, 27 over 1865, and no less than 36 per cent over 1866

Australia

Australia took 33 per cent more Tea than in 1864, 25 per cent more than in 1865, and 33 per cent more than in 1866.

New Zealand and the Cape of Good Hope also made demands upon us,—the latter place for the first time.

The first shipment to New Zealand was in 1865, and amounted to 155,257 lb; the second, in 1866, was 346,684 lb; the third, in 1867, was 603,334 lb.

The Cape took 181,166 lb.

Green Tea.--The export of Green Tea is in excess of 1866, but the greater portion of it has gone to the United States. The export to Great Britain was 42 per cent under 1866, whilst, on the other hand, that to the United States exceeded the export in 1866 by 49 per cent. Australia has taken more of this Leaf than in 1865 or 1866, but less than in 1864.

The percentage is 76 under 1864, 77 over 1865, and 35 over 1866.

It is impossible to predict with any degree of certainty respecting our future Australian trade, but it is probable that the demand from that country will be greater for a year or two longer than it has been, and that then it will decline, unless the prices paid for Tea in China are lower than those which have hitherto been paid.

The Export of Tea from the opening of the market to 31st December, during four years, is as under:—

1864.	1865.	1866.	1867.
56,859,024 lb.	64,260,746 lb.	58,011,050 lb.	61,256,062 lb.

The export to Great Britain was less by 284,165 lb than in 1866. The United States took 935,012 lb more Tea than in 1866, and Australia 2,627,049 lb, or very nearly two millions and three-quarters more than in 1866. 1,846,842 lb of Tea were exported to Hongkong and Coast Ports,—the greater portion to the former place, for probable re-exportation to Foreign countries.

The following is an analytical table of the Export of Tea to Great Britain for two years, from the commencement of the season in each year to the 31st December.

Black.	1866.		1867.	
Congou,	36,049,365	lb	34,284,743	lb
Souchong,	2,064,533	„	2,663,505	„
Oolong,	1,105,069	„	1,633,312	„
Flowery Pekoe,	139,255	„	98,157	„
Scented Orange Pekoe,	1,992,209	„	2,389,268	„
Scented Caper,	139,824	„	210,263	„
Mixed,	15,543	„	16,021	„
Total Black,	41,505,798	lb	41,295,269	lb
Green.	**1866.**		**1867.**	
Young Hyson,	75,324	lb	56,903	lb
Hyson,	29,176	„	9,631	„
Twankay,	21,821	„	...	„
Imperial,	5,299	„	6,376	„
Gunpowder,	40,536	„	25,610	„
Total Green,	172,156	lb	98,520	lb
Grand Total,	41,677,954	lb	41,393,789	lb

Speaking of the whole year—

The total Value of Black Tea in 1867 was ..... $ 18,974,667.

„ „ „ „ Green „ „ „ „ ..... „ 105,998.

It is difficult, even with the figures before us, to prophecy regarding the future.

It is probable that the United States and Australia may absorb a good deal of our staple next year, and it may be within the bounds of possibility to anticipate that shipments to England may be more remunerative than they have been the last two years. Teas have not found ready sale in England on account of the expectations which have arisen, to the effect that the stock would be heavy. When these anticipations turn out to be fallacious, as they assuredly will be, there may be some remuneration for those who have been able to hold their stock on hand. The shipments during 1867 were much faster than in 1866, but the supply for England is nearly exhausted.

At

At the end of December 4,000 chests of Congou, and 9,000 half-chests of Oolong, remained on the market, besides a small quantity of Scented Teas.

It is said that fancy teas have been much better scented in 1867 than in previous years, owing to the plentifulness of the Mu-li (Jasmine) flowers.

There are at present in Foochow—

20 Native Tea-hongs.
19 Canton „ „
2 Kiangsi „ „

One of the Native hongs sends up a quantity of Opium at the beginning of each year, and with the proceeds accruing from the sale of it, makes advances to Tea-men, on condition that they will consign their Tea to it for sale. This process enables the hong to realise a commission of 5 per cent, and a further commission of 3 per cent when the Teas are sold. A third of the latter percentage is given to the broker, leaving 7 per cent profit.

There is reason to suppose that the teas are liable to a heavier duty in their transit from the producing districts to this city than Teas are from the districts in Kiangsi to Kiukiang.

The total amount which a pecul of Tea has to pay in transit through Yen-ping-foo to this place appears to be *Tls* 2.2.8.5, accounted for as follows :—

		H. Tls m.c.c.
Transportation tax, within the district,.....	per pecul.	0.1.3.5
Li-kin at Yen-ping-foo,.....	„ „	0.3.0.0
Full-duty at Shui-K'ou,.....	„ „	1.8.2.0
Siao Shui at Chu-Chi,.....	„ „	0.0.3.0

Prior to the opening of Foochow to Foreign trade, a small place called Hsing-ts'un [星 村] formed the depot for Teas, which were from that place carried to Ho-kow.

During the time that Ngan-hwui was disturbed by the rebels, a portion of the Leaf grown in Ningtê was converted into Green Tea by men from Ngan-hwui employed for the purpose, but as soon as the route again became open the Ningtê teas were manufactured into Black.

For want of a better place here, it may be remarked, that in addition to Tea to Great Britain, we exported also during last year peculs 2.40 of Lychees Dried, peculs 11.79 of Tobacco Leaf, and 126,000 Bamboo Canes.

The export of those three items was quite an experiment, more especially in the case of the Lychees.

EXPORT TRADE WITH NATIVE PORTS.

The total value of our Export trade with Native ports in 1867, was $ 1,634,016, whilst it reached $ 1,725,225 in 1866.

The trade with the Northern ports opened auspiciously, but closed disastrously for those engaged in it. Some of the too sanguine, emboldened by success in the early part of the year, entered too rashly into speculations, which in the end resulted in the loss of about 30 per cent, being 10 per cent over their gains first acquired. A word of disparagement must also be spoken out on behalf of our Export trade with other ports.

1866 furnishes us with a total of $ 1,725,225, against which 1867 can only show $ 1,634,016,—a difference of 5 per cent.

EXPORTS TO SWATOW.

Goods.		1866.		1867.	
			Dollars.		*Dollars.*
Bamboos, Split,.....	*Peculs*	534.18	1,335	1,896.40	2,467
Tea, Black,.....	„	766.65	29,133	638.42	22,345
Sundries, ...	*Dollars*	...	6,171	...	2,616
Total Value, ...	„		36,639		27,428

The following items, which appeared in 1866, are altogether absent from the Returns of last year:—Bean Curds, Tea Oil, and Soap.

EXPORTS

EXPORTS TO AMOY.

Goods.		1866.		1867.	
			Dollars.		*Dollars.*
Bamboo Ware,	*Peculs*	322.36	6,447	545.87	10,917
Oranges, Fresh,	„	1,388.11	3,470	1,593.98	3,419
Tea, Black,	„	1,265.26	48,080	1,363.04	47,706
Sundries,	*Dollars*	...	18,323	...	16,956
Total Value,	„	...	76,320	...	78,998

It will be seen from the above figures that our trade with Amoy has slightly increased,—3 per cent.

EXPORTS TO FORMOSA.

Goods.		1866.		1867.	
			Dollars.		*Dollars.*
Soap,	*Pieces*	71,800	1,077	32,180	498
Timber:—Planks, Softwood,	*Sq. feet*	23,749	594	20,461	921
Tobacco, Prepared,	*Peculs*	1,100.81	16,512	300.02	6,000
Sundries,	*Dollars*	...	7,292	...	1,477
Total Value,	„	...	25,475	...	8,896

Our trade with the above port has fallen off no less than 65 per cent. The reason of the decrease in the trade between this port and that has already been given. The want of steam or sail communication has tended to confine the trade to junks.

EXPORTS TO NINGPO.

Goods.		1866.		1867.	
			Dollars.		*Dollars.*
Lung-ngans, with Stones,	*Peculs*	7,258.47	72,585	787.82	7,878
Olives, Fresh,	„	1,685.27	2,949	1,001.14	2,002
Paper, 1st Quality,	„	319.77	9,593	140.87	4,930
Timber:—Poles,	*Pieces*	1,872	562	11,789	4,716
Sundries,	*Dollars*	...	19,076	...	8,705
Total Value,	„	...	104,765	...	28,231

From the above figures it will be seen that the trade has fallen off 73 per cent. The export of Lung-ngans to the above port has decreased from $ 72,585 to $ 7,878.

With Shanghai our trade has met with some slight improvement, as will be apparent from the following table.

EXPORTS TO SHANGHAI.

Goods.		1866.		1867.	
			Dollars.		*Dollars.*
Bamboo Shoots,	*Peculs*	23,096.66	132,806	21,497.72	115,169
Mussels, Dried,	„	1,386.72	13,867	1,718.57	17,174
Olives, Fresh,	„	7,882.76	13,795	9,296.83	18,594
Oranges, Fresh,	„	13,047.04	32,618	18,731.75	36,359
„ Dried,	„	655.87	2,869	1,136.22	5,598
Paper,	„	9,958.96	138,607	11,949.78	205,160
Preserves,	„	1,523.25	21,325	1,873.29	26,226
Timber:—Poles,	*Pieces*	626,944	188,083	619,787	247,915
Sundries,	*Dollars*	...	98,691	...	89,012
Total Value,	„	...	642,661	...	761,207

With

With Chefoo and Newchwang our trade also exhibits an increase, but with Tientsin a decrease.

EXPORTS TO CHEFOO.

Goods.		1866.		1867.	
			Dollars.		*Dollars.*
Paper, 1st Quality,	*Peculs*	1,597.60	47,928	1,112.43	38.935
„ 2nd „	„	10,570.15	63,421	16,941.27	135,530
„ Joss,	„	947.66	15,192	809.84	12,005
Sundries,	*Dollars*	...	11,698	...	11,703
Total Value,	„	...	138,239	...	198,173

EXPORTS TO TIENTSIN.

Goods.		1866.		1867.	
			Dollars.		*Dollars.*
Flowers, Dried,	*Peculs*	950	9,500	636.23	5,396
Paper,	„	26,140.43	401,617	11,680.47	237,137
„ Joss,	„	3,528.87	60,151	1,854.22	29,563
Peel, Orange,	„	730.81	6,577	370.89	3,338
Plants,	*Pieces*	30,898	6,174	49,400	8,892
Sundries,	*Dollars*	...	140,136	...	119,737
Total Value,	„	...	624,155	...	404,063

EXPORTS TO NEWCHWANG.

Goods.		1866.		1867.	
			Dollars.		*Dollars.*
Bamboos, Split,	*Peculs*	795	1,987	958.80	1,551
Paper,	„	8,601.34	61,359	10,301.29	108,793
„ Joss,	„	533.63	10,799	418.17	6,375
Sundries,	*Dollars*	...	2,826	...	10,301
Total Value,	„	...	76,971	...	127,020

The Total Value of the Import and Export Trade with the ports was in—

1866.	1867.
5,945,013 *Dollars.*	5,825,345 *Dollars.*

—an analysis of which will not be without its interest:—

	1866.	1867.
Swatow,	$ 91,668.	$ 71,745.
Amoy,	„ 224,722.	„ 208,226.
Formosa,	„ 76,403.	„ 28,460.
Ningpo,	„ 225,265.	„ 67,059.
Shanghai,	„ 3,579,845.	„ 3,892,678.
Chefoo,	„ 613,803.	„ 569,517.
Tientsin,	„ 950,020.	„ 662,697.
Newchwang,	„ 183,287.	„ 324,959.
	$ 5,945,013.	$ 5,825,341.

ORANGES.—

ORANGES.—A plentiful yield was obtained of the fruit last year, but no encouragement was given to the producers. They were compelled to give long credit in order to part with their Oranges, before the fruit deteriorated and produced total loss.

PAPER.—This is manufactured from the Bamboos procurable in the country, the scarcity of which of late has affected the export.

BAMBOOS—Grow in Kien-ning-foo and Yen-ping-foo. A large quantity of Chop-sticks is made from them, but these are seldom shipped by Foreign vessels, in consequence of the heavy duty levied upon them.

Through our office they pay as Bamboo Ware at the rate of 7 *m.* 5 *c.* per pecul, but through the Native office an *ad valorem* duty of 5 per cent, which is equivalent to 3 mace per pecul.

Bamboo Combs are chiefly exported to Manila, Siam, Java, and the Straits Settlements.

RICE—has been rather an import than an export since 1864. Last year, however, two or three Natives exported some to Tientsin, expecting to realise a handsome profit, consequent on the dearth which for a long time prevailed in Peking, but the result proved anything but encouraging, the loss having been no less than 40 per cent.

The Rice was shipped from here at the eleventh hour only, and hence did not reach the North until the news of the dearth prevailing there had disseminated itself on all sides, and had produced supplies from other quarters.

TIMBER:—POLES.—The trade in Poles has been good throughout the year, tonnage having been in demand to take them North.

TEA OIL.—This Oil is manufactured from the seeds of the Ch'a Shu or Tea tree, which is about 9 feet high.

The trees are grown in Fu-ngan, Yen-ping-foo, Ning-tê, and Kien-ning-foo, and bear flowers after eight years planting. The seeds from which the Oil is expressed follow the flowers.

The process of manufacture is simple enough. The seeds are thrown into a stone basin of a circular form, in which a stone roller rotates, motion being given to it by a cow. They are then passed through a seive, subsequent to which they undergo a boiling operation, and are then placed in troughs over which heavy wooden rollers pass, when the Oil falls into the jars placed underneath to receive it.

The average price of the Seeds is from one dollar to two dollars a pecul, and the yield of Oil about 50 per cent.

WOOD OIL is manufactured in a similar manner from the seeds of Pine Trees grown in Peh-ling and Min-gan. The price of the Oil and the average yield are about the same as Tea Oil.

SHIPPING.

FLAG.	ENTERED.				CLEARED.			
	1866.		1867.		1866.		1867.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British,	364	175,192	338	173,167	366	175,422	342	176,613
American,	15	6,005	25	10,363	17	6,932	25	10,363
French,	3	886	7	2,515	2	518	6	2,071
Prussian,	17	3,893	27	6,072	17	3,878	28	6,217
Hamburg,	8	2,181	28	8,300	8	2,181	27	7,969
Bremen,	13	3,799	10	3,849	12	3,253	10	3,849
Danish,	11	1,880	5	1,052	14	2,372	5	1,052
Norwegian,	1	183	1	271	1	183	1	271
Swedish,	3	780	1	301	3	780	1	301
Netherlands,	2	452	3	1,561	2	452	3	1,561
Hanoverian,	2	239	...	...	2	239	...	...
Oldenburg,	4	668	4	789	4	668	5	956
Mecklenburg,	3	801	1	267	3	801	1	267
Hawaiian,	3	681	...	...	3	681	...	...
Chinese,	2	194	...	...	2	194	...	...
Portuguese,	...	...	1	67	...	...	1	67
Total,	451	197,834	451	208,574	456	198,554	455	211,557

Our registers show that the vessels which started Tea-laden for London in 1867 were 56,—55 of which were under the British flag.

To the United States 18,—12 of which were British, 3 American, and 3 Sundry; and to Australia the number was 44,—25 of which were British. The total number of vessels under the British flag (laden with Tea) was 95, being 17 more than in 1866.

The

The following comparative table will illustrate the total clearances of vessels with tea-cargoes during 1866 and 1867:—

		1866.		1867.	
Cleared with Tea for Great Britain,.....	British Vessels,	51		55	
„ „ „ „ „ „	Sundry „	...		1	
			51		56
„ „ „ „ British Channel,.....	British „	2		...	
„ „ „ „ „ „	Sundry „	...		3	
			2		3
„ „ „ „ United States,.....	British „	8		12	
„ „ „ „ „ „	American „	2		3	
„ „ „ „ „ „	Sundry „	2		3	
			12		18
„ „ „ „ Australia,.....	British „	16		25	
„ „ „ „ „	Sundry „	15		19	
			31		44
„ „ „ „ New Zealand, ...	British „	1		2	
„ „ „ „ „ „	Sundry „	1		1	
			2		3
„ „ „ „ Cape of Good Hope,	British „	...		1	
			...		1
Total,.....			98		125

We have had on an average 8 Steamers trading regularly between Foochow and the South, and 7 regularly between Foochow and the North.

The Sailing vessels from the Northern Ports were 161, tons 86,322; Southern, 94, tons 41,970; from Japan 15, tons 7,644; and from Formosa 10, tons 2,365. 145 Vessels of 75,239 tons cleared for the Northern Ports; 7, of 2,736 tons for the Southern Ports; and 8, of 1,939 tons for Formosa.

One small Steamer of 21 tons, the *Flying Cloud*, cleared direct from this port to Japan.

The casualties to the Shipping last year were the following:—

The *Taiwan*, with tea for London, struck on the North Bank, on the 21st of June, where the *Childers* was lost, and became a total wreck.

The *Pakwan*, with Tea for London (11th July), touched on "Spiteful Island," and had to go into dock.

The *Scawfell*, with Tea for London, came into collision with the P. & O. Str. *Niphon*.

INLAND TRANSIT DUES.

The total Duties received last year under this heading were Tls 3,771.4.7.5. The quantity of Lead sent into the Interior was in—

1866.	1867.
33,920 Pigs.	25,131 Pigs.

The amount of Revenue from this source is very insignificant indeed. Were the collection of it in the hands of the local authorities, it would, on the one hand, remove the bone of contention which is always existing between them and the Customs, whilst, on the other hand, it would not tend to reduce our Revenue to any great extent.

The scale of charges might be equalized, and in this way we might be sure of our Manufactures not being surcharged, whilst the measure would probaly open a much larger field for them. Lead has been constantly subjected to imposts in its transit to the Interior, though protected by our certificates, and great difficulty has been experienced in procuring the return of the money illegally exacted.

REVENUE.

Import Duties, [exclusive of Opium],.....	Tls	48,643.5.6.9
„ „ [Opium],.....	„	164,591.2.9.5
Export „	„	1,438,744.2.1.6
Coast Trade Dues, ...	„	38,817.5.1.9
Tonnage Dues, ...	„	17,861.9.0.0
Transit „	„	3,771.4.7.5
Total,.....	Tls	1,712,429.9.7.4
Total Duties collected in 1866,.....	Tls	1,543,350.7.3.5

Our

Our Revenue increases year by year, in spite of disasters and disappointments experienced by the mercantile body.

If we could base our estimate of the prosperity of the trade on the Revenue collected, we should be able to form a good opinion of last year against its predecessor, inasmuch as the duties show an increase of 9 per cent. This however, is impossible. The increase of duties in some years, as notably in the case of last year, indicates speculation but not prosperity. The speculations of last year having turned out disastrously will tend to render trade somewhat stagnant for the first three or four months of the present year, and will have a prejudicial effect on our revenue during the same period.

THE JUNK TRADE.

The increase of Foreign shipping should tend to decrease the trade in junks, and consequently to affect the receipts at the Native office.

The figures given below will show the falling off each year as Foreign shipping has increased. According to the Return furnished, the receipts for the last two years appear to be the same. It is difficult to account for this.

The figures should show a slight increase, inasmuch as the communication between this port and Formosa, and between this port and Ningpo, has been almost wholly carried on by junks during last year.

A large number of junks arrive in the early part of each year from Ningpo, and take away Poles with them. There has been little or no diminution in their numbers as yet, nor will there be unless Foreign shipping is engaged to take the Wood at as cheap a rate as it can be transported by the Native craft. The following tables show the Entries and Clearances of Junks at the Native Customs, together with the return of Duties. The excess of clearances over entries in each year is due to the system in vogue at the Native office of taking note of junks only which arrive with cargo.

In 1861—127 Southern Junks—entered.	514 Northern Junks—entered.
366 „ „ cleared.	628 „ „ cleared.
Duties collected during the year:—*Th* 53,000.	

In 1862—144 Southern Junks—entered.	545 Northern Junks—entered.
415 „ „ cleared.	958 „ „ cleared.
Duties collected during the year:—*Th* 43,000.	

In 1863—154 Southern Junks—entered.	425 Northern Junks—entered.
325 „ „ cleared.	898 „ „ cleared.
Duties collected during the year:—*Th* 45,000.	

In 1864—157 Southern Junks—entered.	386 Northern Junks—entered.
407 „ „ cleared.	613 „ „ cleared.
Duties collected during the year:—*Th* 38,000.	

In 1865—158 Southern Junks—entered.	292 Northern Junks—entered.
402 „ „ cleared.	394 „ „ cleared.
Duties collected during the year:—*Th* 36,000.	

In 1866—127 Southern Junks—entered.	243 Northern Junks—entered.
257 „ „ cleared.	322 „ „ cleared.
Duties collected during the year:—*Th* 32,000.	

In

In 1867—138 Southern Junks—entered.	268 Northern Junks—entered.
225 „ „ cleared.	333 „ „ cleared.

Duties collected during the year:—*Th.* 32,000.

A large quantity of Cotton arrived in port last year by the Northern junks. From Ningpo the junks brought (in round numbers) 9,000 bales, from Shanghai 5,000 bales, and from Shantung 3,000 bales. The Import Duties on cargo from Ningpo were *Th.* 7,200, and the Export Duties on produce to the same port, *Th.* 7,500. The total received, which is *Th.* 14,700, appears to be less than that received in the previous year, thus showing that the trade between Ningpo and this port has made a circuit through Shanghai, instead of having been carried on direct between the two places in junks. The receipts at the Native Custom-house on produce to and from Formosa were, in round figures—

Import Duties,..... *Th.* 2,100.
Export „ ..... „ 3,000.

The trade with Loo-choo is very limited indeed.

Two Junks arrive annually with tribute, which consists of Sulphur and Japan Copper. They bring also a few other things with them at the same time, such as Seaweed, Isinglass, Shell Fish, Bicho de Mar, Sharks' Fins, Japan Ginseng, and Japan Gold Leaf, which are allowed to enter free of duty.

In exchange for these commodities they take away with them the following, which are similarly allowed to be exported free of duty:—Silk Piece Goods, Medicine, Sugar, Vermilion, Safflower, Dry Indigo, Quicksilver, Tortoise Shell, Green Tea, Kittysols, and Joss Sticks.

The Emperor's presents, in return for the tribute, usually consist of Silk Piece Goods and Jade Stone Ware, which are probably of much higher value than the tribute received.

The authorities in this province have orders to take care of any Natives of Loo-choo, who may happen to be wrecked on this coast, and provide them, when opportunity offers, with a passage back to their own country.

No tribute has yet been received for last year, probably on account of the junks bearing it having been blown down the coast, or having been sunk altogether during the prevalence of three or four severe gales which visited the coast last year.

THE COMMUNITY.

At the present time there are in Foochow,—15 British firms, 3 American, 2 German, 1 Parsee firm, 3 Banks, 2 Stores, and 1 Printing Establishment. There are also 11 Protestant and 2 Roman Catholic Missionaries. The residents are divided as follows:—58 British, 3 Americans, 4 Frenchmen, 5 Germans, 9 Portuguese, 2 Danes, 1 Spaniard, and 1 Parsee. Residing at Pagoda Anchorage there are 28 British, 19 French, 8 Americans, 4 Germans, 1 Dane, and 1 Dutchman.

NATIVE BANKS.

The number of Native Banks in Foochow is about 90; 20 of these are situated inside the city, and 70 outside. The capital of the largest within the walls is said to be 45,000 *Th.* Of the 70 outside the city, 12 are large banks, with a capital of about 150,000 or 200,000 *Th.* each; the remainder are of minor account. In its general features Native banking in this place is similar to that carried on in other cities, but the details of its operation probably differ in some measure.

Notes are issued from 1 dollar up to 100 dollars, negociable in Foochow and in the adjacent villages. Accounts are generally settled on the 20th of the 12th Moon, and no credit is given in the following year to those debtors who fail to meet their accounts when presented for payment.

Two only of the Native banks draw on the other Ports. One of these, which has lately sprung up, charges the Government 2½ per cent for its drafts, being less by 2 per cent than that charged by the old established one.

GENERAL REMARKS.

The remark in the previous Report that "trade has increased in amount but not in prosperity," will apply equally here, now that the year 1867 is under review. Few have found the trade remunerative, and not a few will, before two months are over, have reason to regret that they entered into speculations at all during the past season.

A chief

A chief cause of commercial depression is the general want of confidence which has been felt on all sides. Money has been plentiful at all times, nay, on many occasions it has been a drug on the market, but there has been an unwillingness evinced to trust it to any one. The failures of comparatively recent dates have caused a good deal of mistrust, and a disinclination on the part of those possessing money to give credit.

The result of the shipments of Tea has not yet been made known, but the news that has been received by each mail of the state of the market at home must have tended to disconcert many, and to have damped their little remaining ardour.

When it is known in England that the supply of Tea this season will be short of that in 1866, prices may improve a little, and those who are able to hold on until such time may perchance reap some advantage; but whether such is likely to happen those only who are interested in the trade, and who are constantly watching it, will be able to judge.

In 1866 the province lost the most active Governor-General that has ruled over it for a number of years. A native of Hoo-Nan, the Province from which emanate all the best men in the Empire, His Excellency Tso-Tsung-T'ang combined talents of an extraordinary kind, which fitted him to take an active part both in a civil and a military capacity.

He passed his examination for Chü-jên, or M.A., successfully, but I am unable to give the year in which this took place. He was first employed in the yamên of Lin-tsé-hsü, and subsequently in that of Lo-ping-chang, the present Governor-General of Szechuen. His talents soon procured for him promotion to the rank of sub-prefect.

Before he filled this post his ability in a military capacity displayed itself, and he was recommended by Tsêng-kuo-fan for the post of Taotai. In September, 1862, he became Governor of Che-kiang, and for his success in re-capturing the city of Hang-chow, he was made Governor-General of Fo-kien and Che-kiang in April 1865. In October, 1866, he received the appointment of Governor-General of Shan-si and Kan-suh, and was directed to proceed with all speed in that direction in order to quell the Mahomedan insurrection which was rife all over those two provinces.

During the time that H.E. Tso ruled over this province, he did more for it than has ever been done before, and he infused a good deal of his own vigour into those under him.

His name deserves special mention here in connection with two important measures inaugurated by him: the one calculated to enrich the province, and the other to give to it a navy of Foreign construction. The culture of Silk and Cotton is the first measure alluded to, and it can hardly be denied to be one of vast importance.

It belongs fairly to the changes that took place in 1866, inasmuch as it was in that year that it was first projected, but it will not be amiss to notice it in connection with 1867.

A number of Worms, Mulberry trees, and other essentials requisite to furnish Silk were procured from Che-Kiang, a number of people from that province also obtained, and an establishment erected for carrying out the project. Rules were drawn up to ensure success, and every step was taken that could conduce to this end.

A large quantity of Cotton Seeds was imported, and a distribution of them was made subject to certain conditions to be fulfilled by those who engaged to cultivate the plant.

Waste ground only was to be used for the purpose, and on no account was any one to be allowed to plant Mulberry trees or Cotton Seeds on land ordinarily used for Paddy or Wheat.

The measure, though not absolutely dead at the present moment, is in a trance, and will probably remain so until some one arrives to give it a fresh impetus.

The second scheme of Tso Tsung T'ang, and the grandest which has yet been conceived by any native of this Empire, is the construction of a navy on the Foreign principle.

The Arsenal, the name which the establishment has received where the future navy is to be, built, is still in an embryo state, but of its ultimate success there can be no doubt, provided no obstacles are thrown in the way, and provided also there are funds forthcoming to meet contingent expenses. This prediction must not be taken to infer that success will take place within the time prescribed, namely five years, but that it will take place in the course of time.

The expenses of its maintenance are great at the present moment, and increase enormously with each month, but these should not be taken into consideration if there is any indication of success apparent. When H.E. Tso left for Shan-si, he showed a remarkable amount of discrimination in his selection of a person to succeed him in carrying on the work initiated by him.

His choice fell on the only man capable of superintending the arsenal, and that man was Shên-pao-chên, who, singular to state, is a son-in-law of the great Commissioner Lin-tsé-hsü, in whose yamên Tso Tsung T'ang was first employed as a Shih-yeh. Shên-pao-chên received the seals of Chuan Chêng ta ch'en, Controller of the Navy, on the 16th of July last.

Another

Another new feature of 1867 is the establishment of a college for Chü-jên, or those who have taken the second literary degree. The want of a college has been felt for a number of years, and has at last led to a representation to the Governor, who has sanctioned the application.

A difficulty has been always experienced by those in indigent circumstances in getting up to the capital to compete for their Doctor's degree.

This has been remedied also. In future, candidates will be conveyed North by a Steamer chartered for the purpose, and in the same way will be brought home free at the close of the examinations.

This new concession will give talent a chance to display itself, and to compete with wealth in the literary arena.

In conclusion, I may record, as one of the occurrences of 1867, the earthquake which took place at 11 minutes to 10 A.M. on the morning of the 17th December. The last one, that was felt prior to the one noticed, was in May 1865.

SUPPLEMENTARY.—FOOCHOW.

The department has under it the following ten dependencies:—Min-sien [閩 縣], How-kuan-sien [侯 官 縣], Ch'ang-lo [長 樂], Fu-ch'ing [福 清], Lien-chiang [連 江], Yung-fu [永福], Min-ch'ing [閩 清], Ku-t'ien [古 田], Lo-yuan [羅 源], and P'ing-nan [屏 南].

The first two districts form the city of Foochow proper. Ch'ang-lo is distant about 40 miles in a S.E. direction. It was first constructed in 1489, the third year of Hung-chih, and was enlarged in 1552, the 32nd year of Chia-ching, to enable the increasing population to find a refuge within the walls from the ravages of the Japanese who were constantly invading the Coast. The principal production of Ch'ang-lo is Native Mussels, a large quantity of which are brought to Foochow for exportation. In the same direction as Ch'ang-lo, and at the same distance, lies Fu-ch'ing, the walls of which, it appears, were first constructed in 1552. Its productions are Ground Nuts, Wood and Tea Oils, besides a small quantity of Mussels.

Lien-chiang is about 33 miles distant in a Northerly direction. It first sprung into existence in 1540, the 20th year of Chia-ching.

In a South-West direction is situated Yung-fu. This city, which appears to have come into note about 1588, the 17th of Wan-li's reign, was swept away and destroyed on three separate occasions, in 1664, 1668, and 1680, by inundations.

About ten miles from the city is the Fang-kwang-yen [方 廣 巖], a cave of large dimensions, which shelters a temple inhabited by two or three priests, who are supported by government. This spot is peculiarly attractive to Foreign visitors, who almost invariably make a point of visiting it. The scenery is very picturesque in the vicinity of the cave, as all those who have paid the place a visit can testify, and the rock which forms the cave has some peculiar features about it. It is about 240 feet broad, and looks down into a deep valley which is covered with verdure, and which presents a beautiful aspect. The cave was accidentally discovered by a hunter, who came across it when out on a hunting expedition one day.

A temple was built for the first time in 940, the 2nd year of Ch'ien-yu, one of the Emperors of the five dynasties.

The ascent to the monastery is attended with difficulty, a narrow road only leading to it, but the toil undergone is amply rewarded by the view which the eye has when the summit is gained.

Min-ch'ing, the next of the dependencies, lies in a N.W. direction. This city does not appear to have sprung into existence until 1661, the last year of Shun-chih's reign, a period posterior to that in which the other cities became known. The productions are China Root, Wood and Tea Oils, Tobacco Leaf, and Samshoo, but they only suffice for home consumption.

Distant 92 miles South of Foochow is Ku-t'ien, which was built in 1439, the 13th year of Hung-chih.

From this city are obtained a good deal of Red Rice and Lamp Black.

The other productions of the city are Oil and Tobacco Leaf, but these are for local consumption only.

Lo-yuan is situated in a North-East direction from Foochow, and furnishes us with Green Tea and Bamboos. It also produces Oil, Coir, and Tobacco Leaf. This city was also built to keep out the Japanese, the invasion by whom in the 16th century had become almost chronic.

P'ing-nan, the next and last of the dependencies to be noticed, lies at a greater distance from Foochow than any of the other districts included in the prefecture. It is 100 miles off. The walls were constructed in 1734, the 12th year of Yung-cheng's reign. Lamp Black and Turmeric, both of which items are exported from this port, form its chief productions.

Most

Most of the above cities were walled in during the 16th century. The province at that time suffered greatly from repeated invasions by the Japanese, who on many occasions not only attacked and captured, but held several of the cities.

A general extermination of them, however, took place under a famous general called Ch'i-chi-kuang, and the Coast from that period was no more infested by them.

The invasion in the first instance is said to have arisen out of a debt contracted by a Native of Kiang-su named Tu Fu with the King of Japan.

Tu Fu, when about to be punished for not paying his debt, pleaded that there were several people in his debt, and that if the Japanese King would send some soldiers across the sea, it would be easy enough to compel the debtors to keep faith.

Some troops were sent to the Chinese Coast, and the ease with which the money due was all obtained, led the Japanese to commence a series of marauding expeditions, which only ended, after much trouble, in the way detailed above.

With regard to Foochow itself, a word in conclusion is necessary. From the time of Wu-chu, its founder, until the commencement of the present dynasty, a succession of kings reigned over it. The city has also had a variety of names. In the time of the Chow dynasty, the site was called Ch'i-min-ti [七閩地]. In the time of Wu ti of the Western Han, the city was called Hui-chi-chün [會稽郡], and was a dependency of Yang-chow, one of the nine Chow (Chi, Liang, Yü, Yung, Ching Hsü, Ch'ung, Ching, and Yang), into which the Empire at that time was divided. It underwent some change in nearly every succeeding dynasty.

In 562 it was called Fêng-chow [豐州], in the time of the Sui dynasty Ch'üan-chow [Chin-chew], and somewhat later it became Min-chow [閩州].

In 701 it first received the name of Foo-chow, but this again was not retained for long, it having changed to Ch'ang-lo-chün in 715, resuming, however, its old name in 732.

In the time of the Sung dynasty it became Foo-ngan-foo, but this was changed again in 1367, the 1st year of Hung-wu, the founder of the Ming dynasty, to Foo-chow, the name which it has retained ever since.

WALTER T. LAY,

Assistant in Charge.

To ROBERT HART, ESQUIRE,

Inspector General of Customs,

PEKING.

AMOY TRADE REPORT,

FOR THE YEAR 1867.

OFFICE OF MARITIME CUSTOMS,
AMOY, 31ST JANUARY, 1868.

SIR,

A.—The Trade Generally.—In reporting upon the trade of the port of Amoy during the year, 1867, I am unable to commence my task by an encouraging statement of steady progress such as on former like occasions could be made by my predecessors; on the contrary, a falling off has unfortunately to be noted, and a decline in prosperity to be recorded and commented on.

The business of this port not having passed, to the same extent as at some other of the Foreign locations, into the hands of Native traders, the depression and want of confidence consequent upon the wide spread disasters of the previous year may doubtless have tended to produce results unfavourably contrasting with those of previous periods; but, on the other hand, the fact of the Native merchants remaining comparatively untouched by these adverse influences might not unnaturally have led to corresponding activity on their part, and to a change in the workers rather than to a withdrawal of the trade itself. To other causes then must in a great degree be ascribed the fact, and chiefly is it due to the local War-tax or *Lekin*, which, notwithstanding that the reasons for its original imposition have long passed away, has, during the last twelve months, been in nowise reduced, but, continuing in all its vigour, most effectually cramped the energies of the Native merchant, and thus ably seconded the pernicious effects produced by the previous untoward course of Foreign enterprise, and the consequent discouragement entailed upon its agents.

Amoy is what its name implies—the door of the Fuhkien province, and were the restrictions imposed upon its trade but removed, might surely hope ere long to regain some measure of its former commercial importance. Its people are hardy and enterprising; they have colonized and given their language to Formosa, and they are to be found numerous and flourishing as emigrants in Siam, the Straits, the Dutch East Indies, and the Philippines. Possessed of indomitable energy and perseverance, they are yet a docile and easily governed race, and, unlike their turbulent neighbours to the South, have submitted to exactions these latter have stoutly and successfully resisted. At Swatow it has been found impossible to collect the so called War-tax on any article save Opium, and on this only at the rate of Tls. 10 per pecul; while here on the contrary the same impost is levied to the amount of double, and in some cases treble the legal duty: Opium and other foreign commodities being consequently purchasable a few miles inland cheaper than the same can be procured by the retail dealer in Amoy.

Under such conditions no trade can flourish, and if the evil be not promptly eradicated, I fear the present is but a foreshadowing of further decline. The remedy is easy, but a stronger lever than local protests appears needed to work the charm.

B.—SHIPPING.—The aggregate number of Foreign merchant vessels entered and cleared at the Custom House during 1867, is hereunder stated in comparison with, and showing the falling off from, the numbers entered and cleared during the previous year.

	ENTERED.		CLEARED.	
	NUMBER.	TONNAGE.	NUMBER.	TONNAGE.
1866,.....	617	223,039	647	230,782
1867,.....	537	215,156	546	218,304
Decrease,.....	80	7,883	101	12,478

I conceive

I conceive that it may be useful, as giving an idea of the relative numbers and tonnage of the various Foreign flags carrying on the Coasting trade of this part of China, to supplement the above by a return shewing the actual number of separate vessels of each nation which visited the port during the year.

American,	Steam Vessels 1 Sailing Vessels 6	7	Tonnage	788 3,197	3,985.
Austrian,	„ „	1	„		460.
Belgium,	„ „	1	„		800.
British,	Steam Vessels 18 Sailing Vessels 67	85	Tonnage	10,449 27,205	37,654.
Danish,	„ „	2	„		515.
Dutch,	„ „	15	„		5,898.
French,	„ „	2	„		416.
German,	„ „	52	„		14,028.
Portuguese,	„ „	1	„		66.
Siamese,	„ „	11	„		3,774.
Spanish,	„ „	11	„		3,321.
Swedish,	„ „	1	„		239.
	In all	189	Vessels. Tonnage,		71,156.
	Deduct for non-coasters,	10	„ „		8,086.
	Total in the Coasting Trade	179	„ „		63,070.

The above figures require however a certain amount of qualification, inasmuch as the preponderance therein shown of British over other Foreign flags is, excepting as regards Steamers, more apparent that real. Out of the total 67 British sailing craft 17 were owned by Chinese, chiefly Natives of and many of them resident at Amoy, their vessels, registered at Penang or Singapore, being manned by lascars, and very rarely even officered by British subjects. In view of the new Regulation whereby Chinese are permitted to openly own foreign-built shipping, it seems not improbable that these vessels may adopt ere long the new flag of China, and the relative numbers of the Coasting traders pass at once to a clear majority in favor of Northern Germany. Nor is this result unlikely, or to be unnoticed, for another reason: the vessels of this latter nation are, as a rule, incomparably better adapted than the British proper to the requirements of this trade; they are in general better, or at least more carefully found, far better kept, and are in just favor with the Chinese freighters by reason of the general suavity of their masters, and the greater security afforded by their European crews. The British shipowner appears to have mismanaged, as the American has neglected, the opportunities offered by the Coasting trade of China, and they are in a fair way to see it pass entirely from their hands.

One Spanish and five British merchant sailing vessels were condemned and broken up at Amoy during the year. Their materials have in most instances been purchased by the authorities, to be used in constructing additional war junks and lorchas for the provincial navy.

Three Steamers belonging to Messrs. Lapraik, and two of the fleet of the P. & O. Company, continue to form a regular line between Hongkong and Foochow, calling at Amoy and Swatow on their passage to and fro—the former enterprising firm having in addition a small screw-vessel, called appropriately the *Taewan*, conducting a branch service to the Formosan ports during the summer months.

By private Steamer, and more rarely by one of the P. & O. Company, we are occasionally placed in direct communication with Shanghai; no regular service has however yet been attempted, although rumours to that effect have on more than one occasion been in local circulation.

The China and Japan S.S., and Labuan Coal Company's line between Amoy and Manila has, after a languishing existence of some twelve months, been discontinued. The heavy tax involved in the payment of Tonnage Dues on each occasion of visiting this port, and the restrictions imposed on alien shipping by the colonial policy of the Spanish Government, have combined with other circumstances to prevent a realization of the hopeful prospects with which this company undertook the work. The service is now performed by irregular trips of two really suitable Steamers—one American and one British.

Early in the year a small Steamer built in the port commenced to ply for hire in competition with the native sampans, hitherto used for towing in the inner harbour. After a short essay, however, she was found unprofitable, and despatched by her owners to the North.

C.—IMPORTS.—

C.—Imports.—In the following table the principal Imports of the year are placed in comparison with the quantities reported in the return for the previous twelve months, the articles being taken in the same order as adopted in the reports of my predecessor.

Description of Goods.		1866.	1867.	Increase.	Decrease.
Opium,	*Peculs*	5,467	4,932	...	535
Cotton, Raw,	„	63,319	82,082	18,763	...
„ Yarn,	„	3,711	7,271	3,560	...
„ Piece Goods,	*Pieces*	104,102	102,561	...	1,541
Woollens,	*Peculs*	7,905	7,491	...	414
Medicine,	„	10,189	4,875	...	5,314
Metals,	„	20,203	17,081	...	3,122
Bean Cakes,	„	256,907	386,076	129,169	...
Peas and Beans,	„	243,122	188,769	...	54,353
Rice,	„	237,437	198,004	...	39,433
Wheat,	„	38,065	30,697	...	7,368

Cotton.—The increase in the quantity of the raw staple imported, is accounted for by the fact, that during the civil war in America large districts in India were put under Cotton cultivation, and since the close of the struggle have yielded considerably more than required for local consumption. This surplus not being required in Europe found its way to China for a market, and from Hongkong to Amoy when the trade was overstocked.

To the same excess in the quantity cultivated in India over the requirements of that country, is due the increase in the importation of Yarn. Large quantities are now manufactured in India, and an impetus has been given to this trade by the high price of English staple during the early part of the past year, when Indian being cheaper a demand for it arose which did not previously exist. A large portion of that arriving at Amoy during the year found its way to the village of Chun-ching, some thirty miles N.E. of Chang-chow-foo, where a large colony of weavers who fled in dismay before the advance of the Taeping army have re-established themselves. The cloth manufactured by these people is shipped at the market town of P'u-lan, and reaches this port in large flat-bottomed boats. I allude to Chun-ching, because it is the chief local seat of this industry. The manufacture of Nankeens is, however, by no means centralized, but to a certain extent is carried on in every humble household in this province, forming indeed the chief employment for the wives and daughters of the peasantry.

Bean Cake.—Since the rebels evacuated the districts surrounding Amoy, the country has again been placed under cultivation; hence an increase in the demand for all manures and particularly for Bean Cake.

Guano.—During the year 1866, an agency for the sale of this manure was established at Amoy, and with a view of encouraging its introduction the Customs agreed to admit the article without levy of duty, referring the question to the higher authorities at Peking for final solution. Under this arrangement some 20,000 peculs entered, and extensive iron godowns were erected for its storage on Kulangsu. The poorness of the soil of this part of Fuhkien, and the suitableness of the proposed fertilizer for land under Sugar cultivation, would appear sufficiently to justify the local action taken, and to point to confirmation thereof as a wise and desirable conclusion. Forty-eight thousand peculs have arrived during the past year in five vessels, and upon the last two cargoes duty was collected under a provisional rule at the rate of 5 % *ad valorem* on the price actually obtained minus five per cent. This levy necessitating an enhanced price, has materially checked the sale of the article, and from all I can learn consumption will hardly under favorable circumstances be likely to reach one-fourth of what might reasonably be expected were it admitted on equally favorable terms with Bean Cake and other manures.

The value of all Imports for 1867 was as under:—

Foreign Goods, General,		$ 4,038,355.
„ „ Opium,		„ 2,167,753.
Chinese Produce,		„ 3,608,036.
Net Total for 1867,		$ 9,814,144.
Total for 1866,	$ 12,004.531.	
Less Re-exports,...	„ 1,251,288.	
Net Total for 1866,		$ 10,753,243.
Decrease for 1867,		$ 939,099.

D.—Exports.—

D.—EXPORTS.—In the subjoined statement the chief Exports during 1867, are compared with the figures appearing in the Returns of the previous year.

DESCRIPTION OF GOODS.		1866.	1867.	INCREASE.	DECREASE.
Tea,	*Peculs*	59,308	60,795	1,487	...
Sugar, Brown,	„	34,664	39,246	4,582	...
„ Candy,	„	52,137	49,042	...	3,095
„ White,	„	10,537	9,795	...	744
Nankeens,	„	1,817	786	...	1,031
Paper,	„	21,751	23,859	2,108	...
Medicines,	„	1,721	2,014	293	...
Iron Ware,	„	3,955	5,037	1,082	...
Prepared Tobacco,	„	5,253	3,646	...	1,607
Vermicelli,	„	4,432	4,724	292	...

TEA.—The business of the present, has been larger than that of any preceding season, the total excess over the quantity shipped during 1866-7 being nearly one million pounds. Purchases have been mainly for America, and prices have averaged about two dollars under those of last season.

Nine ships have up to the present moment cleared for New York, and another, for which cargo is already engaged, must be added to this list. The direct export to the United States may therefore be compared with the return for the previous period as hereunder:—

LEAF.		1866-7.	1867-8.	INCREASE.	DECREASE.
Congou and Souchong,	lb	351,266	235,787	...	115,479
Oolong,	„	4,942,073	5,728,194	786,121	...
Total,	lb	5,293,339	8,963,981	670,642	...

To Great Britain but one cargo has been dispatched, the vessel proceeding moreover in the first instance to Foochow to fill up. During 1866-7 there was no direct export to London, but the present shipment—285,735 lb—compares unfavorably with the returns for previous seasons.

The consumption of Congou leaf is stated to be yearly declining, and to bid fair in the course of a few more years entirely to cease.

With a view to stop the large admixture of dust in Ooloong teas, an agreement has been come to among the principal hongs not to purchase in future any parcels containing more than 30 % of dust. It is to be hoped that this action will produce the desired effect, as the description of tea referred to is stated to have on many late occasions consisted almost entirely of dust and broken leaf.

SUGAR—The increase in the export of Brown Sugar is accounted for by the decrease in the export of White and of Candy, the increase having been shipped chiefly in its raw state in lieu of being used in the manufacture of the latter, which consequently shows about an equal falling off.

It may be mentioned that during the past year, Brown Sugar was in more demand in the North than either White or Candy, and showed a better result compared with the latter, owing to the great expense manufacturers have been put to in renewing their plant after the destruction of Chang-chow-foo by the insurgents.

The value of the Exports during 1867 is hereunder stated:—

Chinese Produce to Native Ports,	$	1,282,543.
„ „ „ Foreign „	„	2,314,514.
Total,	$	3,597,057.
In 1866 the value was	$	3,989,843.
The last year shows therefore a decrease of	$	392,786.

The

The value of Goods Re-exported was as follows:—

Foreign Goods Re-exported to Foreign Ports,	$	8,352
„ „ „ „ Native „	„	904,361
Chinese Produce „ „ Foreign „	„	36,222
„ „ „ „ Native „	„	70,157
	$	1,019,092
In 1866 it amounted to,	$	1,251,288
Making the year's decrease under this heading,	$	232,196

E.—Revenue.—In 1866 the sum total of Duties collected at Amoy amounted to *Tls* 533,149.4.0.8, or nearly Eight-hundred-thousand dollars, an increase over the previous year's collection of *Tls* 61,171.2.1.2. The present Return, elaborated in the subjoining table, shows that the Revenue has suffered a retrogression during the period now reported upon.

Duties Collected under each Flag for the Year ending 31st December, 1867.

Flags.	Coast Trade.	Imports.	Exports.	Tonnage Dues.	Total.
	Tls m.c.c.	*Tls m.c.c.*	*Tls m.c.c.*	*Tls m.c.c.*	*Tls m.c.c.*
American,	291.2.8.6	5,096.2.2.1	29,169.8.4.5	1,154.7.0.0	35,712.0.5.2
Austrian,	...	689.7.7.8	...	184.0.0.0	873.7.7 8
Belgian,	...	1,774.0.8.0	...	320.0.0.0	2,094.0.8.0
Bremen,	2,959.3.7.8	2,152.2.6.2	15,375.6.8.8	1,322.0.0.0	21,809.3.2.8
British,	10,463.6.5.9	207,023.7.3.4	101,326.6.1.1	10,185.6.0.0	328,999.6.0.4
Danish,	283.9.0.4	1,060.4.7.8	2,874.2.6.3	97.2.0.0	4,315.8.4.5
Dutch,	1,871.7.2.3	12,066.4.3.2	23,096.2.1.2	2,398.8.0.0	39,433.1.6.7
French,	154.3.4.5	1,179 4.1.4	258.5.9.5	181.6.0.0	1,773.9.5.4
Hamburg,	5,466.7.5.5	5,468.9.2.1	9,472.7.4.4	1,974.5.0.0	22,382.9.2.0
Oldenburg,	475.1.3.0	19.7.8.4	1,590.9.8.2	130.1.0.0	2,215.9.9.6
Prussian,	2,273.9.5.3	1,647.2.9.6	17,057.1.4.2	775.2.0.0	21,753.5.9.1
Siamese,	775.8.8.9	2,946.7.1.9	5,754.1.2.7	956.0.0.0	10,432.7.3.5
Spanish,	841.0.9.6	2,656.2.8.7	6,852.7.6.8	1,085.0.0.0	11,435.1.5.1
Swedish,	...	...	...	95.6.0.0	95.6.0.0
Total,	25,857.1.1.8	243,781.4.0.6	212,828.9.7.7	20,860.3.0.0	503,327.8.0.1

Comparing the grand total *Tls* 503,327.8.0.1, with that for the preceding year, the decrease will be seen to amount to the sum of *Tls* 29,821.6.0.7, or rather more than Forty-five-thousand dollars.

F.—General Remarks.—The Import and Export of Treasure during the year compares as follows with the amounts reported during the preceding twelve months:—

		Import.		*Export.*
1866,	$	1,358,247	$	3,302,286
1867,	„	1,152,063	„	2,721,811
Decrease,	$	206,184	$	580,475

The Amoy Dock Company, possessed previously of extensive premises adjoining the Foreign Concession, opened during the month of September a third yard at Kulangsu, on the opposite side of the harbour. This extension, contemplated and commenced during times of prosperity, is unhappily for the moment but a source of weakness, the falling off in the number of Foreign vessels frequenting the port having borne hardly upon this useful and admirably conducted establishment.

During the month of September the appointment of a Harbour Master to the port enabled me, with the aid of the Foreign Consuls, to take in hand the matter of Pilotage,—general regulations applicable to all the Treaty Ports, but requiring a certain amount of local qualification, having been promulgated by the high authorities at Peking. After some unavoidable delay, a permanent Pilot Board was instituted, and a set of provisional rules drawn up, to serve as working regulations pending the publication of Bye-laws, which had in the first instance to be submitted for approval to the capital. The resident European Pilots and the Native beachmen alike welcome the establishment of a Pilot Service; and I believe that a judicious consideration of the wants and wishes of the parties the most interested—the Insurance agents, will obviate any serious opposition on their part to a scheme which in the end must operate favourably to all concerned.

No act of piracy has been reported as having occurred during the past year within the limits of my coast jurisdiction. An unprecedented outrage of a somewhat analogous character took place, however, in October. On the 30th of that month, the Light-house on the island of Titan, at the mouth of the harbour, was, in the temporary absence of the

keeper,

keeper, broken into by a band of evil disposed persons, who carried off the lighting apparatus. Vigorous measures, promptly taken by the Native authorities, resulted in the recovery of a greater portion of the property, and after an interval of but a few weeks the station was again placed in working order. This light is at present the only one existing on this part of coast, and, although of insufficient range and power, is admirably situated for the more immediate requirements of the port. For the site of a coast light, the huge rock a few miles further seaward known as Chapel Island appears peculiarly adapted.

The city of Chang-chow-foo, of which Amoy is the seaport, is recovering but slowly from the dire effects of rebel occupation. The surrounding villages are indeed being re-built, and the fields again placed to some extent under cultivation, but the city itself still presents a woful picture of ruin and desolation: at the entrances to the four gates have been erected wooden sheds, where formerly stood handsome and flourishing stores, while the streets within the precincts of the wall remain silent and deserted. This city, once the pride of this part of China, and the great emporium of its trade, can, I think, hardly hope to recover its lost position; the destruction has been too sweeping, superstition will deter those who have riches from rebuilding their former dwellings, poverty will effectually prevent others, while in a vast number of instances so complete has been the extinction of entire families, that no representatives can be found having sufficient claim to the ground to enable them to occupy it for building purposes. In 1863 the population of the city and its suburbs was estimated at two millions; to-day there are but 20,000 souls within the walls, and not more than 40,000 in all its environs. A view from the ramparts recalls forcibly the similar scenes witnessed in the valley of the lower Yangtsze, during and following upon the evil days of the Changmao ascendancy. The silence and demolition within the roofless homesteads and weed-grown fields without, are all present, and but for the absence of the net-work of creeks and of the piled remains of bridges, the visitor might well fancy himself gazing upon the once teeming country watered by the Grand Canal, and upon the ruined relics of the gay cities on its course.

Mr. Commissioner Hughes in his Trade Report for the year 1864, remarking upon the general desire then existing on the part of the Foreign merchants at this place for the opening of the adjacent important seaport town of Chin-chew, strongly urged the desirability of the measure as beneficial alike to trade and to the revenue. My own short experience so far fully confirms the opinion expressed by my able predecessor, tending as it has to convince me that the advantages to commerce generally and to the shipping interest in particular, would in the end far outweigh the inaugurating expense and the problematical injury to the trade of the port in which I am more immediately interested. While putting forward these views, however, to which I am urged by the ventilation the subject has received during the course of the past year, and during the discussions incident upon the proposed revision of the Treaty of Tientsin, the fact must not be lost sight of that the feeling of our mercantile community is at the present time very far from unanimously endorsing the wish formerly expressed. Times have changed since '64, and in many influential quarters the desire is rather to reduce and centralize than to extend the operating basis and embark in further ramifications. That an impulse would be given to the Coasting trade—at the present time in a by no means over flourishing condition—cannot however be doubted, and when the præ Treaty state of things at Chin-chew is remembered and the large export therefrom, now entirely carried on in wretched Native bottoms, is considered, the benefits likely to accrue to the many, may I think fairly be considered to outbalance the expense and possible inconvenience to the few.

In the opening paragraphs of this report I alluded briefly to a local deadweight which, clogging the wheel of progress, has retarded our advance and acted most injuriously upon the interests of this port; it may not be inappropriate to conclude my remarks by a reference to another and minor obstruction, which, less known and canvassed, is still of sufficient importance to justify an allusion, and may haply prove in a greater degree susceptible of amelioration than has the more complex and exceptionable LEKIN.

Many years prior to the opening of this port to Foreign trade, *i.e.* about 1736, the neighbourhood of Amoy became noted as the resort of pirates, and the local officials, with a view to prevent the illicit manufactory of arms, made the importation of iron a capital crime. This metal consequently down to the epoch of the first Chinese war could only be imported by officials, from whom the Native manufacturer alone could purchase it, on giving guarantee that the same should not be made use of for the fabrication of warlike weapons. When Foreign merchants were permitted to make a permanent residence here, this restriction was in a measure removed, the article however being still held contraband of war, while the privilege of dealing in it was farmed annually to the highest bidder at the commencement of each new year. A large and lucrative trade might be opened up here if the authorities were directed to remove a restriction, at the present day most certainly unnecessary.

I have the honour to be,

Sir,

Your obedient Servant,

J. ALEX. MAN,

Acting Commissioner of Customs.

To ROBERT HART, ESQUIRE,

Inspector General of Customs,

PEKING.

TAMSUI,

TAMSUI TRADE REPORT,

FOR THE YEAR 1867.

OFFICE OF MARITIME CUSTOMS,
TAMSUI, FORMOSA, 31ST JANUARY, 1868.

SIR,—While the ports on the mainland, opened to Foreign trade about the same time as those on this island, have been advancing by large strides, Tamsui, and its dependency Kelung, have been laboring to divest themselves of a burdensome yoke that has chafed and stunted their growth. Thus they have not been able to appear in such a favorable light as their sister ports across the channel.

The Northern ports of Formosa were very unlike the new mainland ports. The merchants who flocked to those on the mainland found the commercial channels already opened to them, and awaiting the supplies of Foreign imports, with abundance of the Native products to give in exchange. Their new imports were eagerly bought up and found their way inland at once, while the Foreign merchants were prepared to ship off all the Native produce purchasable. Merchants found none of these favorable inducements to resort here in any number. No opening was found for a large or lucrative trade, and after the enterprising merchants opened out channels they met with numerous disappointments, by finding that there were innumerable impediments, and the trade very limited and inactive. Though the place was favored by everything nature can afford, the little assistance that man ought to have bestowed towards the development of these gifts was not given.

With numerous unenlightened elders,—ignorant of the fruitful results to be reaped from commerce, and uninterested in the welfare of a prosperous trade with the west; and with a people strictly agricultural, devoid of any other wants than sheer necessities, with few commercial ideas, and no capital,—these ports have had a hard struggle to attain the position they now assume.

Notwithstanding all these reverses we have been able to watch a slow but steady improvement, without that exciting but injurious fluctuation noticeable at the Northern ports.

The year just elapsed cannot be recorded in our commercial annals as prosperous. One of the largest firms in China, and supporters of trade at this port, closed its house; and the few remaining do not appear to have been inclined to invest much capital in the trade.

IMPORTS.—The total nett value of the Import trade shows an increase in favor of 1867 of $ 9,325. Appended is a comparative statement of the value of our Imports for the years 1866 and 1867:—

	1866.	1867.
Nett value of Foreign Imports from Hongkong	$ 407,041.	$ 529,710.
Nett value of Foreign Imports from all the Chinese ports	420,242.	355,645.
Native Imports from Hongkong	10,112.	9,832.
Native Imports from all ports	103,067.	56,300.
	$ 940,462.	$ 951,487.

From these figures it will at once be seen that the increase is attributable to the Foreign Imports, more especially Foreign manufactures. The demand for Cotton and Woollen Goods has been steadily on the increase since the opening of the port. In 1865 the importation of Cotton Piece Goods amounted to 11,511 pieces, in 1866 to 13,281, and last year to 22,297.

It cannot be doubted that these ports will, in time, afford a very good market for Piece Goods, but the market at the close of the year was overstocked, and some 2,000 pieces remained on hand at the end of last quarter.

In

In Woollens the increase has continued correspondingly, especially Scarlet Camlets, a color much prized by the Natives, and used in their ceremonial processions, &c., &c. The quantity of Woollens imported in 1866 was 1,772 pieces, showing an increase over 1865 of 127, while this year it reaches 3,664 pieces. Both manufactures are much appreciated by the Natives, and since there are no Cloth Manufacturers here of any kind, excepting a very rough texture almost unfit for clothing, and a sort of open Grass Cloth made by the savages, the northern end of this island must depend on Foreign imports and Nankeens for all supplies. Of the latter there is a falling off this year of 128 peculs imported by Foreign vessels.

OPIUM.—Though the Returns of Trade show a total decrease of peculs 56.36 in the two sorts of Opium imported, the trade is fast developing itself, and the practice of opium smoking is rapidly being adopted by all classes even in this outlandish island. The temptation to indulge in this indolent and pernicious habit seems irresistible. For this indulgence smokers have, however, to pay dearly, and the farther the drug is conveyed inland, the fewer pipes the smoker can enjoy. Its value is much enhanced by various taxes.

This trade still continues to be in Foreign hands. Small quantities are imported in junks; but Natives have not sufficient capital to invest in a trade so precarious of returns, against Foreign merchants. Benares alone finds the readiest market, on account of its cheapness and body. Malwa and Persian have not been saleable. No prepared Opium has passed through this office, and but little is imported in junks. The people prepare their own Opium, every village possessing a small opium boiling shop. The total amount of Benares and Patna imported during the past two years is as under:—

		1866.	1867.
Benares	*Peculs*	1,064.36.	1,031.40.
Patna	„	47.40.	24.00.
Total	*Peculs*	1,111.76.	1,055.40.
—showing a decrease of peculs			56.36.

The average price during the year has been for Benares $ 770, and Patna $ 790. The poppy is not cultivated here at all; but should the Chinese Government see fit to allow its being introduced it would thrive well.

The three articles enumerated above comprise the principal imports of these ports, and are chiefly in the hands of Foreign merchants.

Trade in Native produce imported from the Coast ports is carried on solely by Chinese merchants. It has fallen off in value this year by $ 47,047.

This trade deserves no special comment. The figures given in our Returns do not give an approximate idea of the amount consumed, as the majority of the trade in similar articles is done in junks.

There is hardly an article in our list of Native goods from Coast ports that is not indigenous to the soil; thus, when the island becomes more thickly populated by people skilled in the art of working the raw material, the trade will probably diminish.

Metals have not been imported this year by Foreign merchants. It is said the island does not produce Iron; and all the Foreign or Native metal used here, is imported in junks.

Native Iron finds a better market owing to its softness.

The importance of Kelung as an emporium for imports has not increased since last year; as my predecessor has already stated, Mêngka (Banca) is the commercial capital of the district, and the inconvenience of transporting goods from Kelung to Mêngka is so great and expensive, that it is improbable that Kelung will ever rise to be a port of great importance as far as imports are concerned.

EXPORTS.—There is a decrease in the value of the Export trade (excluding Treasure) of $ 128,174, which is accounted for by the fact that two of our principal exports have not been shipped in any quantity during the year.

The following figures give the value of the Export trade for the past two years to Foreign and Coast ports:—

	1866.	1867.
Value of Exports to Foreign Countries	$ 135,999.*	$ 82,183.
Value of Exports to Coast ports	201,085.	126,727.
	$ 337,084.	$ 208,910.

Camphor

* NOTE.—In the Returns for 1866 the Export Trade to Foreign Countries is stated as being $ 146,389, but as all but Camphor and Coal, are probably re-exported to Chinese ports, I have only taken the value of Camphor and Coal ($ 135,999) as *bona fide* export to Foreign Countries. The balance $ 10,388 is included in exports to Coast ports.

Camphor and Coal are the only exports to Foreign countries at present. Had more attention been given to the Export trade of this port, I am certain the Returns would have shown a greater improvement in the quantity shipped away, and Revenue. I think there are few islands of this size that can boast of so many valuable articles of export as Camphor, Coal, Tea, Rice, Indigo, Sugar, Hemp, and Timber, besides many other products—to which I shall advert in their proper place—at present undeveloped.

But the attention which the commerce of this unknown island deserved, was not given; thus, instead of its enlarging itself, it has had to contend against obstacles too serious to permit of a natural expansion or growth. I refer chiefly, to the excessive duty on Coal and Tea.

It is only within the last two years, that Foreign merchants have devoted their attention to the Coal trade of Kelung. The trade had shown a rapid development, and exports had increased year by year, until this year, a result attributable to the heavy duty.

It is a singular fact, that, though so much attention has been given with a view to finding a place "capable of producing Coal of a satisfactory quality, at a suitable price, and in sufficient quantity, for the supply more especially of the Steam Fleet of the British Naval squadron on the China station, and generally for Foreign consumption at the open ports,"* such an admirably well suited port as Kelung, combining all the requisites for a coaling station, should have been so entirely overlooked. Until very recently no notice whatever has been paid to the Coal trade of Kelung. The present unprofitable low rate of freight makes cheapness of fuel no small consideration to Steamers, and this alone will ultimately induce capitalists to devote their attention to such an important branch of commerce.

I will premise my remark on the Coal mines with a few extracts from various reports on Coal in other ports of China, in order to show how favorably Kelung compares with any other Coal producing ports. Mr. Brown, in his very interesting report referred to above, informs us that the lowest price at which Coal could be purchased at the Chai T'ang mines, was Tls. 1.50 per 1,000 catties at the pit's mouth, equal, say in round numbers to $ 3 per ton, and that it could not be transported to Tientsin, a distance of less than 200 miles, under Tls. 8 per ton, equal to $ 11.

Mr. Acting Consul Gibson, in his report on the Trade of Tientsin for 1862, also estimates the price of Hsüen-hua-fu Coal at $ 11 or 12 per ton at Tientsin; and though Hankow supplies Coal in considerable quantity at from $ 12 to $ 13 per ton, we are informed by Mr. Commissioner Macpherson in his Report on Trade addressed to you in 1864, that owing to the "excessive shallowness of the upper waters, Native Coal somewhat increased in price, and considerable difficulty was experienced by Steamers in procuring sufficient and regular supplies of it,"—a drawback Kelung would never suffer from.

From the figures given below it will be seen that, even with the present high duty, Kelung Coals can be laid down at the Northern ports of China infinitely cheaper than the article produced on the spot.

I may here remark that the estimates given of Northern Coal in the reports just quoted, do not appear to include duty, an item, which if added, would increase the price to about $ 1.50 more per ton. The following is a list of prices of and charges on Coal at Kelung. Best picked Coal at the mines $ 17 per 100 piculs, or say $ 2.84 per ton. Charges for landing from boats 0.55 per 100 piculs, or say 9 cents per ton. Shipping charges 9 cents per ton. Duty per ton, say $ 1.50, making a total of $ 4.52 per ton. What is termed No. 1 Coal can be bought for $ 14 per 100 piculs, $ 2.43. Formosa Coal was quoted at the close of the year at Shanghai at Tls. 5 to Tls. 5.5.

Unimportant as the port of Kelung has hitherto been. I think it will not be overrating it to say it is destined to become the Coal Depot for all shipping in China. Its peculiar geographical position enables it to compete more favorably than any other ports on the mainland as a coaling station. The position of the mines, close to the water's edge, combined with the cheapness and excellent quality of the fuel, will ultimately attract ships and steamers to this port for supplies.

Hitherto many Shipowners have had a prejudice against this Coal, it having got the name of being dirty and cloggy, but this prejudice is rapidly vanishing, and as the demand increases the miners will penetrate deeper into the seams and the quality improve correspondingly. My predecessor informed you in his Quarterly Report dated the 1st of October, that Mr. Biddel, Chief Engineer of H. M. Surveying Ship *Sylvia*, tested the quality of the Coal, and pronounced it as only 25 per cent inferior to the best Welsh coal. Very favorable reports on its quality have been since given by masters of ships trading on the Coast, and consuming little else. For household use it is considered equal to any imported from Foreign markets. It burns readily, makes a cheerful fire, and throws out an astonishing heat. Its cheapness alone must recommend it in preference to Foreign Coal.

The

* Vide Mr. Brown's Report on the Chai T'ang Coal Mines near Peking, dated 8th December, 1862. Forwarded to Earl Russell by the late Sir Frederick Bruce (China Blue Book No. 3, 1864).

The boat population use nothing else in their small clay furnaces, and though with little or no draft experience no difficulty in lighting it. With the existing high rate of duty speculations in Coal have not been profitable; but when the duty is lessened, and better means for coaling vessels with despatch are introduced, Kelung cannot fail to come into greater favor. Vessels trading between Hongkong and the North would then be induced to call in for Coal.

From opposite Kelung across in a straight line to Quar-see-kow Bay, a distance of about 4 miles, the hills are known to be full of Coal. In every valley or hill side one may see miners at work, or signs of abandoned pits, from which it can be inferred that the whole ridge of hills contain an inexhaustible supply of Coal. Their method of mining is extremely primitive. As soon as the appearance of the strata indicates the presence of Coal, or more often when seen cropping out of the hill side, the miners commence tunnelling in by following up the seam, and generally working in a horizontal direction, slightly inclining upwards to admit of the free egress of water, which accumulates quickly by percolating through from the top of the mines.

Some of these pits are extremely small, the orifice being only large enough to admit of a man crawling on all fours. Those I visited to the west of Kelung had been excavated about 100 feet, diverging for a little distance at the end. A coating of Coal was left above and round the side apparently to keep the earth up, as it seems they do not understand the system of supporting a tunnel. Two miners were engaged in picking the vein and filling the oblong wooden-bottomed basket, which a third drags out to the mouth of the pit over the muddy bottom, with apparent ease, crawling like a quadruped. The cave was so low that the miners had to work in a squatting posture. Should the seam take a downward incline it must be deserted, let it be ever so rich, their being no suitable appliances for pumping out the water. I have seen one of the wooden endless-chain pattern pumps working at the mouth of a pit, but its size and unhandiness unfits it for being introduced deep down. Only small pieces of Coal were produced here; in fact large lumps could not be taken out of the mouth.

The "Coal Harbor" pits are much larger and better worked; one was tunnelled for a distance of about 400 paces, gradually decreasing from the mouth (which was about 20 feet high) towards the end, until it becomes so small as to render crawling necessary in order to get to the end. At the bottom there is a deep drain, which serves to let off the water, and as a road for dragging out the baskets of Coal, one at a time. Here, some rude attempts had been made to have pillars to support the long tunnel, but as the earth had caved in, the work was discontinued. This vein branched off on each side, but apparently not in a suitable direction to follow. There was not a single support throughout the entire length, and the clayey nature of the soil seems to make it tolerably safe, as I was informed accidents are rare. Fire damp appears not to exist. The miners use uncovered lights, consisting of the ordinary rush and oil placed in a cup fixed in the side of the cave at short distances. The atmosphere towards the end of the cave is exceedingly oppressive and warm, causing the visitor to perspire profusely.

Owing to the use of such rude implements in excavating, a very large portion of Coal is wasted by making so much dust or small coal. Tons of screenings are seen at every pit, left to be washed away by the mountain torrents that pour down after heavy rains.

From the high price of Coal in the North (Peking and Tientsin), and the method the Northerners have of utilising Coal Dust, by making it mixed with clay into balls, I think the dust would find a ready market in the North. It can be purchased at the pits for 6 cents a picul, and at Tamsui, a junk was loading with Coal Dust delivered on board for 25 cents a picul. For blacksmiths or foundry use it would prove economical.

At the time I visited the mines (December) the miners were working in a perfectly nude state. The work must be exceedingly trying, for the men have to labor in water and mud. They live at the mouths of the pits in small straw huts, and are generally well framed men, strong, hardy, and remarkably good natured.

Coal produced near Kelung is carried by coolies to a small creek that runs to the foot of the hill from the sea, where it is piled in readiness for shipment into boats, which convey it to the town. This creek is very shallow, only admitting of boats leaving at high water. It is the coolie hire for bringing it to the boats that adds so to the original cost. Labor is dear, and but small loads can be carried over such hilly country. At Coal Harbor the mines being close to the sea, charges for coolie hire is less, but it has still to be transported by boat from Coal Harbor to Kelung. When the mines are more skilfully worked, and vessels load at Coal Harbor, the cost will be greatly reduced; and if in lieu of the present system of carrying it, tramways and trucks are introduced, Coal might then be brought from the pits to the vessel's hold. Coal Harbor is tolerably well sheltered and the water deep, so that if short piers were constructed vessels could load with ease and despatch. Piers could also be erected at Kelung, and there is no natural obstruction to the bringing of Coal from Coal Harbor, by tramway along the beach. Much delay is sometimes experienced now, owing to boats being unable to go or come from the mines during strong N.E. gales.

As soon as the Chinese Government shall see fit to work these mines scientifically, or allow Europeans to do so, the hills at the water's edge and at the doors of our houses would probably be worked first; for some unaccountable reason the authorities refuse to allow them to be mined, at present.

Though

Though the mines belong to Government, the early immigrants who occupy the Coal hills appear to assume some ownership. People taking up claims, I am informed, have to pay $ 50 for opening a pit to the elder of a clan whose members are of one surname.

The authorities levy a small tax of 3 cash a picul.

In addition to the Kelung mines there are several pits at Nuan-nuan (暖暖) and Sik K'ou (錫口), producing very fine Coal. It is brought to this place down the river, and sold at about $ 3.59 per ton delivered; the distance it comes by water enhances its value.

These mines are extremely convenient for supplying Coal to Steamers visiting Tamsui, with cargo, much time being saved by coaling here instead of going round to Kelung.

It is not likely vessels will come here for cargoes of Coals, as the Bar offers too great an impediment for large and deeply laden vessels.

The following figures give the total export of Coal from Kelung during the past three years:—

1865.	1866.	1867.
Peculs 120,323=*tons* 7,162.	300,505=*tons* 17,887.	216,055=*tons* 12,860.

Until the duty is reduced we cannot hope for much improvement in this branch of trade, and it is this that prevents Foreign capitalists from giving their attention to the development of this export.

A reference to our Returns of Trade will show a great decrease in our chief article of Export, which, at this port, is Camphor. This falling off is not to be attributed to a decrease in the demand, but to the fact that, during the whole year, Foreign merchants have been debarred from purchasing it freely, owing to the entire trade in that article still being farmed out by the local officials to certain wealthy Chinese merchants. A brief account of the organization of this monopoly may not be out of place.

Previous to the establishment of the Foreign Inspectorate on this Island, the trade in Camphor was entirely in the hands of two or three of the wealthiest Foreign firms in China, who employed small vessels to collect it as fast as it was purchased by Native agents stationed at the principal ports along the coast. These large firms may be said to have monopolized the whole trade, their orders being so large that they bought all the Camphor that could be made. This trade was extremely prosperous to the few engaged in it as long as it lasted. After it was declared that the whole Coast was not open to Foreign trade, but only the port of Tamsui and its dependency Kelung, these firms withdrew their vessels, as it appeared that confining their business to this port was not so convenient or profitable, until finally the trade in Camphor became so inactive that little or none was exported.

The Chinese employés of these firms were not slow in availing themselves of this temporary lull, and saw that if the trade could be got into their hands, as the Foreign firms had had it, a lucrative business might be done. The former, however, enjoyed the sole trade by being such capitalists, but the Chinese, not possessing such wealth, succeeded in monopolizing the trade by paying a certain sum to the officials, in order to gain the sole right to deal in Camphor. These merchants had every advantage and facility afforded them: individuals selling Camphor to Foreigners obtained elsewhere than from the monopolists were liable to punishment; thus Foreign merchants were compelled to withdraw from the trade, unless willing to give any fanciful price demanded by the Camphor bureau.

The effect of this action has resulted in the almost entire stoppage of trade in that article amongst Foreign merchants, and a decrease in the Revenue.

A change may be anticipated as soon as Foreigners are again able to purchase it from the producers, and the Natives learn that they can trade with Foreigners with impunity.

Camphor Wood grows in the territory occupied by the savages, and is obtained by the Chinese borderers, who, by means of presents, &c., induce the savages to let them cut down the trees, and take them away to extract the Camphor. From a gentleman of long residence in this Island, and who has travelled into the interior further than any European, I learn that much of this valuable wood is wasted for want of proper implements to fell the trees, and that instead of cutting them down they are often burned thereby consuming much of the best part of the wood. Unless some sanitary measures are adopted for the preservation of the Camphor forests, it is not improbable that the wood will become scarce in a few years. If for every tree cut down a young sapling was planted, a future age would reap the benefit, whilst now in perhaps less than half a century little wood will remain.

The figures below show a gradual decrease in the export of Camphor during the last two years:—

1864.	1865.	1866.	1867.
Peculs 8,808	*Peculs* 7,785	*Peculs* 8,448	*Peculs* 5,070

In

In concluding these remarks on monopolies, I may add, that the system of amalgamating in a sort of Trade's Union, is a frequent practice of the lower classes.

Coolies of one town will not allow those of a neighbouring place to carry goods through, and even private coolies are stopped and one's baggage carried on by local coolies. Unless in cooperation with the officials any attempt to resist would probably cause a riot. The poor classes are too independent. A street coolie will bargain before undertaking his labor, and unless disposed to work, they will see cargo ready for shipment and waiting for coolies to carry it sooner than work at night.

A Steamer went away last month without a portion of cargo intended for her, simply because coolies could not be found willing to work at night.

RICE.—The "Granary of China," as this Island is appropriately termed, has, however, contributed but little in supplying the mainland with Rice, in Foreign bottoms.

Merchants have had cause of complaint this and last year, in being deprived of sharing such a large carrying trade as this commodity affords, owing to the periodical embargoes laid on its export by Foreign vessels. I am informed by Natives that these restrictions are enforced by the officials solely at the instigation of numerous powerful elders, who represent a scarcity of grain in order to prevent Foreign vessels engaging in this trade. They say Foreign ships are so large that a few would soon carry away all we can produce.

From the 19th of June to the 3rd of August the export of Rice in Foreign ships was prohibited, which readily accounts for the great decrease shown in the Returns. The falling off in tonnage is mainly owing to this. At the time when grain was wanted in the North and freights were low, Foreign vessels could not engage in this trade. Even after the embargo had been raised, merchants were naturally chary in sending vessels in search of Rice cargoes, as it was impossible to know how soon the interdiction might be re-enforced, and with no sundry cargoes to be picked up vessels would have to leave in Ballast.

The export in Foreign vessels has annually decreased, as shown below:—

Export of Rice in—	1864.	1865.	1866.	1867.
	Peculs 127,105	*Peculs* 43,300	*Peculs* 23,740	*Peculs* 9,979

Perhaps this place has unequalled facilities for cultivating this grain. The numerous mountain streamlets afford excellent means of irrigating the hill land, and Rice may be seen growing at extraordinarily high altitudes.

About 400,000 peculs were exported in junks during the past year.

TEA.—My predecessor in his Report on the trade of these ports for 1866, informed you that he was not aware that Tea had been exported previous to that year, but it appears that as early as 1862, the export was greater in Foreign vessels than at present. From Mr. Consul Braune's Return of Foreign Trade, at this port, for 1862, I glean that peculs 2,879 of Tea were exported in British vessels, and peculs 637 in sundry vessels for the half year (the returns of sundry vessels being incomplete), making a total of peculs 3,516. That the Tea was unappreciated is proved by its falling off in 1,864 to 61 peculs, and the following year to nothing. Tamsui Tea cannot compete with that of the mainland; firstly, owing to its inferior quality, and secondly, in consequence of the high duty. Native Tea valued at $ 12 a pecul is charged the same duty as first class Tea worth $ 40.

A few merchants are now devoting their attention to the improvement of the Tea, and when a less heavy duty is charged, this port will in time produce a fair amount of Leaf. As it becomes better known in the Foreign market, the growers will not be slow in enlarging and improving their plantations. The industrious farmers would soon clear the vast tracts of virgin hill land, if any inducements were held out to them, and if any enlightened officials, such as the Treasurer of the Fu-kien province, were to make liberal offers to the agricultural population of this island, similar to those made by that officer to the Foochow people, when he placed Silkworms and mulberry trees, &c., at their disposal, free of charge; it cannot be doubted that they would be amply rewarded in seeing a prosperous trade in both Tea or Silk.

The total export of Tea in Foreign vessels amounts to peculs 2,030, and all went to Amoy, where it is re-fired if intended for re-exportation.

Junks took away 1,600 peculs to Macao, Amoy, and Taiwanfu.

As our Tea has not yet been shipped to a Foreign market, the growers are ignorant of the method of preparing the leaf for exportation; but when they are taught, and its cultivation attended to, merchants anticipate it will find a ready market in the Colonies and San Francisco. Speculation cannot be remunerative at the present rate of duty.

SUGAR.—With the exception of Coal, Camphor, Tea, and Rice, all our other exports are shipped by Native merchants. The trade in Sugar is carried on entirely by Chinese, and cargoes are chiefly sent to Ningpo and Shanghai. Their contracts of the previous year having proved unprofitable, by overstocking the market, few shipments have been made this season. In 1866 the export was peculs 14,872; this year it has fallen to peculs 6,434. The Li-kin office Returns give about 27,000 peculs exported in junks.

INDIGO.—

INDIGO.—The Northern end of the Island produces a large quantity of Indigo, the trade in which is unshared by Foreigners. It is sent from here in the liquid state, packed in large tubs, and goes principally to Amoy and Shanghai. Foreign ships only took peculs 309, while junks are said to have taken 15,000 peculs.

HEMP.—Since 1864 the export of Hemp has shown an increase. Though coarse in fibre it finds a good market in the North owing to its cheapness. It has not been much above $ 12 a picul. The plant is very hardy, and all spare land is turned up and sowed with it. In 1864 the total export of Hemp and Hemp Skins was peculs 1,965, in 1865 peculs 1,777, in 1866 peculs 2,130, and this year peculs 2,928. Like many other of our exports, this would be greatly improved by more care in its cultivation. Junks took away about 50,000 peculs.

PITH PAPER.—Formosa supplies the largest quantity of this delicate substance to the painters of the South. Boat loads are seen coming down the river above Mêngka with the rough pith, *en route* for the latter place, where it is cut into sheets ready for the artist's brush. The plant (蓪草樹) grows wild over the hills of Tamsui and neighbourhood. In 1865 peculs 16 were exported; peculs 44 in 1866; and this year peculs 14. It is worth $ 80 per pecul.

TIMBER.—This export has not fluctuated much during the last four years. Of Hardwood Planks there were exported in—

	1864.	1865.	1866.	1867.
Pieces	8,167.	7,075.	7,512.	7,523.

Various kinds of Timber grow in Formosa, but chiefly Hardwood. Stunted firs cover the higher hills inland, though too crooked to be of use in building. Probably much better trees would be found inland on the high range of mountains. Softwood Poles are imported from Foochow.

I am happy to state that the Chinese Government takes the credit of planting the first Steam Engine on this Island. A Steam Saw Mill is now being erected at Su-ao Bay (蘇澳), to cut Timber for the Chinese Government Docks at Foochow. That the officials should take the initiative in introducing machinery so distasteful to the feelings of a superstitious people, is indeed praiseworthy, and it is to be hoped this small beginning will lead to the introduction of steam appliances for works of greater magnitude.

TREASURE.—There being no return of Treasure exported for 1866, I am unable to make any comparison as to an increase or decrease. None has been imported in Foreign vessels. The amounts exported are as follows:—

RETURNS OF TREASURE EXPORTED DURING 1867.

To Hongkong,	*Dollars*	67,000
„ Amoy,	„	85,952
„ Foochow,	„	211,751
„ Shanghai,	„	36,000
Total	*Dollars*	400,704

SULPHUR PITS.—The Sulphur mines or springs are about 8 miles from Tamsui in an easterly direction, and about 4 miles from the bank of the river, situated in a small sheltered valley in the high range of mountains running towards Kelung, at an elevation of 4.50 feet. At the foot of these hills is a good sized brook of clear warm water, which in November, when I visited it, was 105° F., while the air was 72° F., and so strongly impregnated with Sulphur that the stones have been changed to a dark green color. For curing cutaneous diseases, this water is very efficacious.

The pits consist of about twenty jets of vapour of various sizes, from not larger than the steam from an over-boiling tea-kettle, to columns rushing high in the air with great force and deafening noise.

As this sulphurous vapour ascends and comes in contact with the air, it condenses in the form of a fine yellow powder, known as the flowers of sulphur, and which accumulates in large quantities around the mouth of the pits. Some of these jets seem to have blown off their encrustment of earth, and are now left in the shape of a natural caldron of boiling lava, which on overflowing and cooling, covers the rocks and stones with a crust, under which is found a compact mass of Sulphur of a soft granular crystalline texture. Clear springs of boiling water are found in every hole strongly infused with sulphur. The ground under foot is very warm, and the stones are all blanched, as if from the effect of some previous volcanic action.

The vapour issuing from these springs is extremely noisome, and can be smelt for many miles.

At present the mines are not worked, but formerly much Sulphur was exported.

There are other Sulphur springs to the North, but I have not had an opportunity to visit them.

At a few miles South of Tamsui are several Petroleum wells, but of what extent, is unknown.

SHIPPING.—

SHIPPING.—Our Returns of Shipping show a considerable decrease as compared with previous years. This is the natural consequence of the Rice embargo, and affects both Tamsui and Kelung. Formerly two or three ships visited the port a month in search of cargoes of Rice, while this year we have not had one. Rice in previous years was shipped at Kelung supplied from the Ko-ma-lan (噶瑪蘭) district, but as last year it was also interdicted, none to speak of was exported.

The total number of Vessels entered at these two ports shews a decrease compared with 1866 of 30 Vessels, and in Tonnage of 4,811 tons. Seventy-one Ships entered this year—32, of 11,092 tons, at Tamsui, and 39, of 11,629 tons, at Kelung. During the same period 70 Vessels cleared, of an aggregate tonnage of 22,733 tons. Of these—25 Vessels, of 9,538 tons, were from Tamsui, and 45, of 13,195 tons, from Kelung. The difference in the number entered and cleared at Kelung, is explained by its being customary to put vessels leaving Tamsui for Kelung, under Provisional Clearance, for Coals, as clearing from the latter port.

The annexed Table shows the number of Ships entered under each flag, and proportion of Tonnage.

FLAG.	ENTERED INWARDS.						CLEARED OUTWARDS.					
	WITH CARGO.		IN BALLAST.		TOTAL.		WITH CARGO.		IN BALLAST.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British,	23	10,820	14	4,079	37	14,899	37	14,031	1	1,265	38	15,296
French,	1	227	1	235	2	462	2	462	...	...	2	462
American,	4	748	4	1,109	8	1,857	7	1,586	...	...	7	1,586
Prussian,	3	328	2	255	5	683	4	451	...	...	4	451
Hamburg,	4	1,173	1	271	5	1,444	4	1,173	...	...	4	1,173
Bremen,	5	1,089	...	...	5	1,089	5	1,089	...	...	5	1,089
Dutch,	7	2,095	...	...	7	2,095	7	2,082	...	...	7	2,082
Swedish,	...	...	...	...	...	...	1	302	...	...	1	302
Oldenburg,	1	146	...	...	1	146	1	146	...	...	1	146
Hanoverian,	1	146	...	...	1	146	1	146	...	...	1	146
Total,	49	16,772	22	5,949	71	22,721	69	21,468	1	1,265	70	22,733

NATIVE SHIPPING,—The prevalent complaint of Native junk owners, that Foreign ships are ruining their trade, is not yet heard here. Large old fashioned junks, now and then intermixed with a semi-foreign rigged lorcha, still lay off the town in considerable numbers, and continue to enjoy a prosperous trade with various ports on the mainland. That measures are being adopted by junk owners to preserve this trade is undoubted, and only natural.

Fair winds favor these clumsy crafts to trade with some part of the Coast at all seasons. During the S.W. monsoon they repair to the North returning with the change of wind. To Foochow, Amoy, and Tsuan-chow-fu, the wind is nearly always suitable in either monsoon. Since the 1st of the Chinese year to the end of the 12th month, 689 Junks entered this port, whose tonnage, taken on an average of 70 tons a vessel, give 48,230 tons; 683 cleared for the opposite Coast and Taiwanfu.

No regular Import or Export Duty is levied on produce brought by junks, but Port Dues are charged according to the following tariff:—

TARIFF OF PORT DUES ON NATIVE SHIPPING.

Tamsui Ting's Civil Dues.

For every Junk not exceeding 1 chang in beam, ... $ 8
„ „ foot in excess of 1 „ „ ..... „ 16
„ „ „ „ „ „ 1 „ 6 feet „ ..... „ 28

Magistrate's Civil Dues.

For every Junk not exceeding 1 chang in beam, ... $ 2.50
„ „ foot in excess of 1 „ „ ..... „ 1
„ „ „ „ „ „ 1 „ 6 feet ..... „ 2.50

Colonel's

Colonel's Military Dues.

For every Junk not exceeding 1 chang 2 feet beam,..... $ 8
„ „ foot in excess of 1 „ 2 „ „ ..... „ 2
„ „ „ „ „ „ 1 „ 6 „ „ ..... „ 8

Captain's Military Dues.

For every Junk not exceeding 1 chang 2 feet beam,..... $ 11.41
„ „ foot in excess of 1 „ 2 „ „ ..... „ 2.40
„ „ „ „ „ „ 1 „ 6 „ „ ..... „ 8.80

Small Junks under 1 chang in beam pay according to their carrying capacity of deadweight, as under:—

Tamsui Ting's Dues.....	*per*	100	*Peculs*	$	4
Magistrate's „	„	„	„	„	1
Colonel's „	„	„	„	„	2.50
Captain's „	„	„	„	„	3
				$	10.50

Although the above Dues appear excessive to pay on each trip, the exemption from duty (except War-tax, which is likewise levied on Native goods shipped in Foreign ships) enables them to compete favorably with Foreign vessels.

A Junk of 2,000 peculs carrying capacity would measure about 16 feet in front of the rudder head, and would be charged the sums given below:—

Tamsui Ting's Civil Dues	$	64
Magistrate's „ „	„	8.50
Colonel's Military „	„	16
Captain's „ „	„	25.50
	$	114.00=*Tls* 73.2.7.3.

The collection of these Dues does not seem to have had the effects of inducing Native merchants to engage Foreign ships. There are many large shipowners who of course endeavour to protect their own interests, and as, I hear, in some ports in the island the officials are powerless in enforcing strict payment of all Dues, the junk trade of this island, is, on the whole, very prosperous and remunerative. The pirate is the only enemy to be feared, but thanks to the periodical visits of British men-of-war, but few piracies are heard of.

Revenue.—Taking into consideration the decrease in our principal Exports and falling off in Shipping, the return of Revenue is very satisfactory. From the Trade Returns I extract the amounts collected under each heading and flag. There is a decrease compared with last year of Haikwan Taels 5,785.8.1.9.

Return of Duties Paid under each Flag.

FLAG.	Import Duties.	Export Duties.	Coast Trade Duties.	Tonnage Dues.	Total.
	Tls m.c.c.	*Tls* m.c.c.	*Tls* m.c.c.	*Tls* m.c.c.	*Tls* m.c.c.
British,.....	19,987.3.1.8	9,277.5.8.0	172.6.5.1	1,013.6.0.0	30,451.1.4.9
French,.....	6.6.2.4	967.7.1.2	35.2.8.0	...	1,009.6.1.6
American, ...	216.0.0.0	1,138.0.8.4	48.8.9.7	185.7.6.8	1,588.7.4.9
Prussian, ...	40.7.2.0	254.1.7.0	138.2.4.5	13.5.0.0	446.6.3.5
Hamburg, ...	681.9.8.2	3,190.7.6.0	36.1.0.5	208.2.0.0	4,117.0.4.7
Bremen, ...	1,938.4.4.5	2,417.9.9.0	108.5.4.0	87.2.0.0	4,552.1.7.5
Dutch, ...	1,616.2.4.2	2,361.9.5.4	245.9.8.2	70.4.0.0	4,294.5.7.8
Swedish, ...	...	256.0.0.0	...	...	256.0.0.0
Oldenburg, ...	...	134.0.0.0	...	...	134.0.0.0
Hanoverian, ...	1,514.9.1.0	657.6.8.8	...	14.6.0.0	2,187.1.9.8
Total,.....*Tls*	26,002.2.4.1	20,655.9.3.8	785.7.0.0	1,593.2.6.8	49,037.1.4.7

Harbors.—

HARBORS.—Tamsui Harbor is formed by the debouching of several rivers, that rise in the mountains at various points of the compass, and flow towards Mêngka, where they form into a junction, thence emptying into the sea, and known as the Tamsui River. During heavy rains the river is much swollen, and brings down in its course quantities of sand, which has accumulated in the middle of the river in the form of an impassable bank, and at the entrance of the Harbor in the shape of a narrow bar, on which the sea breaks with great violence in stormy weather. This bar forms a serious impediment, and vessels can never be certain of entering or leaving the port, as with a fresh breeze it is lined across the entire mouth by a foaming surf. In mid-channel there is only from 9 to 10 feet at low water, with a rise and fall of from 8 to 10 feet at spring tides.

Though there is enough water for ordinary sized coasting vessels, in calm weather and at high water, ships of great draught will not venture across, as the surf causes such a swell in windy weather as to leave too little water under them to spare. When once gained the anchorage is safe in all weather, and commodious, but as a port of refuge from the gales of the Formosa Channel it affords a very inhospitable retreat. The anchorage is nearly a mile long, and would contain many vessels if more would favor us with their visits.

It is stated by old Native residents that less than a quarter of a century ago, the anchorage was on the south side of the river; but since, its course has changed so much as to leave that side dry at low water and unapproachable for junks at high tides. The shallowness of this anchorage is attributable in a great measure to the short-sightedness of local officials in allowing ballast to be thrown overboard. Hundreds of junks arriving annually, have hitherto discharged their ballast into the river, where it is washed to and fro by the tides until it gradually forms into a bank. Until the close of this year no effective measures had been enforced to prevent junks from so doing.

A much needed and accurate survey of this harbor was made last year by H. M. Surveying ship *Sylvia*, which will doubtless be greatly appreciated by all persons interested in the port, as soon as it is published.

The spacious harbor of Kelung is well sheltered during the S.W. monsoon, though somewhat exposed to North-easterly gales. It has the advantage of Tamsui in not being a bar harbor, thus vessels can leave at any time or tide. Kelung has also suffered from the accumulation of ballast. I learn from Masters of vessels that where they had three fathoms of water a few years ago, they have grounded at low water this year.

The earthquake of the 18th December last, which caused the water to recede out of the harbor, leaving it dry for a few seconds, and then return in the shape of two large waves, has deepened the anchorage a few feet. It is, however, to be hoped, nature will not send us any more such powerful but terrible dredging machines. Kelung is the best seaport known in the island.

It affords me much satisfaction to report that H. E. Fêng, Superintendent of Customs, has so readily accepted the advice tendered in regard to harbor improvements. An Iron Screw Pile Beacon is now in course of construction, for placing on the bar to mark the channel. With this and the Beacon already erected, entrance will be greatly facilitated. The two Coral Patches in the harbor of Kelung will also be marked by a Buoy on each rock, besides Beacons on Bush Island and Image Point, by which the high land which is often half enveloped in mist will be readily made out.

COMMUNICATION.—Tamsui holds no regular communication with the mainland. We have been as many as five weeks without a vessel in port.

Our inland communication is also bad. To Kelung there are two ways of travelling, by boat or chair overland. The latter, however, is anything but agreeable, owing to the limited dimensions of the equipage and inconvenience of carrying baggage, so that boats become the usual vehicle employed. The meandering river is about 35 miles long, with a very strong current especially after heavy rains, and numerous shallow rapids above Chui-teng-kah (水漲腳). The ascent is extremely tedious after the route has been travelled over a few times, and the charming scenery becomes familiar. It generally takes about 18 hours to ascend by boat, and 10 overland. The downward trip may be made in 10 or 12 hours.

In this neighbourhood the character of the country is exceedingly variegated, consisting of mountains and hills, high table land, and irrigated valleys, all in a high state of cultivation. On elevations of 1200 feet we see them cultivating sweet potatoes, groundnuts, and garden vegetables, while on the table land are large plantations of sugar-cane, tea, indigo, hemp, the glossy-leaved plantain, pineapples and towering betel nut. In the low lands are immense flourishing rice fields. The boats employed for going up the rapids are about 35 feet long by 7 feet beam, drawing from 6 to 9 inches when laden, and manned by two men, until approaching the rapids, when a third or fourth is hired to assist in the ascent. These craft are very strong and stand severe shocks while coming down the rapids. On nearing the rapids the boatmen get out, and by two pushing at a pole passed through loops in the stem, and one man also at the stern, the flat-bottomed craft is moved up the incline.

Little cargo can be transported up the river, but large loads of coal, &c., are brought down.

After reaching Leang-kah (嶺腳), where the stream ceases to be navigable, owing to an abrupt drop of about 3 feet which forms a small waterfall, one must walk or ride in chairs over the ridge that separates Kelung from the river; the ride occupies nearly an hour, the hill being exceedingly steep.

The

The fare up the river paid by Foreigners is $ 3, and $ 2 down, for one boat. Messengers belonging to this office leave daily.

To Tuk-Cham (竹塹) the same means of travelling may be used; being down the Coast in a southerly direction it can be reached by sea in 5 hours, or overland by chair in 36 hours.

With Mêngka there is daily communication by passage boats. The voyage takes from 3 to 4 hours. The fare for Chinese is 30 cash.

Tai-Wan-Fu, the chief city on the island, is distant 10 days journey, and there is no regular postal communication. We generally communicate by special courier.

A Steamer from Hongkong visits this port at intervals of from four to six weeks, but being too large to cross the bar, and her arrival so uncertain and stay so short, little convenience is afforded by such visits for purposes of communication.

Formerly one of the Hongkong and Foochow traders, made an occasional trip over, but she has now been withdrawn. The want of more rapid and regular means of communication causes much delay in transacting business with the officials. Everything having to be referred by them to the high authorities at Foochow for approval, months elapse before a reply can be received.

General Remarks.—The coast of Taiwan is characterised by the irregularities of its outline, caused by numerous inlets, and boldness of headlands. The long range of mountains from 200 to 12,000 feet high, running in a south-westerly direction, have been designated by the Chinese as the Chü-Shan, or Saw Hills. Though small in area the surface presents every variety of country, well meriting, in sublimeness of scenery, the name of Formosa. High mountains enveloped in mist and capped with snow at this season of the year look down upon valleys carpeted with the most luxuriant vegetation, intersected by limpid streams. But alas! this enchanting spot is chiefly tenanted by hostile savages, whose presence debars the traveller from venturing beyond the limits of Chinese territory.

Long as this island has been known to navigators, the extreme line and boundary of its Coast is all with which Europe and even China is as yet acquainted. Though visited by Occidentalists as early as A.D. 1634, who fortified themselves here long before any footing had been obtained on the mainland, we at this period know less about the interior, its people and resources, than we know of the centre of Africa.

Intense animosity still prevails between the aborigines and Chinese; but no raids have been made of late by either parties. The slow but progressive step of civilization will do infinitely more than the introduction of soldiery in dislodging these savages from their impregnable retreat. It is only the skirt of the island on the west coast that is inhabited by Chinese, and with the exception of the extreme northern and southern ends it has never been crossed, though less than 100 miles in width. A party of scientific gentlemen started last summer with the intention of exploring, but they were much disappointed, meeting many unanticipated obstacles, and returned unsuccessful.

Any great improvement in our export trade for the year just entered on cannot be anticipated until some of the existing drawbacks are removed. If the Camphor Monopoly is abolished and the Duty on Coal and Tea lessened, then we might hope for a change for the better, but until then, business will not increase much. Capital is also required. The Chinese of the island possess little wealth. Transactions with Foreign merchants are carried on by a system of long credit. A resident Foreign merchant informs me "that though the average rates obtained here for opium and manufactured goods show an apparently large advance on the prices current on the mainland, merchants have, as a rule, to give a credit of several months, which is nearly always exceeded by the native buyer, so that the advantage thus gained is reduced to a nominal one." With the revision of the Tariff, we look forward to many changes conducive to improvement in the trade of these ports, and hope all our expectations will be realized.

I have the honor to be,

Sir,

Your obedient Servant,

H. KOPSCH,

Acting Commissioner of Customs.

To Robert Hart, Esquire,

Inspector General of Customs,

PEKING.

TAKOW TRADE REPORT,

FOR THE YEAR 1867.

OFFICE OF MARITIME CUSTOMS,
TAKOW, FORMOSA, 31ST JANUARY, 1868.

SIR,—I beg to furnish you with the following report upon the trade at this port during the year ending 31st December, 1867.

The value of the trade, Import and Export, compares as follows with that of the year 1866:—

	1866.	1867.
Net value of Imports, exclusive of Treasure,.....	$ 1,579,864.	$ 1,553,833.
Net value of Exports, exclusive of Treasure,.....	$ 1,158,778.	$ 1,141,082.

From these figures it will be seen that there is a decrease in the value of Imports of $ 26,031, and in the value of Exports of $ 17,696, but, despite this apparent evidence to the contrary, the trade has made considerable progress, the deficit being caused, both in Imports and Exports, by the decrease in some of the sundry articles, and not in the most important staples, viz.—Opium and Sugar.

The past year has, again, been a disastrous one for the mercantile world, and the consequence has been a reluctance to hazard capital on enterprises which would perhaps at best yield but indifferent returns.

Little has been done by Foreigners towards a successful competition with the Chinese, upon whose energies the prosperity of the port would appear mainly to depend.

The storm which agitated other and more important ports, has not spared Formosa, and I have to notice the withdrawal of two Foreign firms—in one case, however, only to be replaced by the establishment of an agency of one of the most prominent houses in Amoy. A glance at the subjoined table of Imports for the year, will show in what small quantities Cotton and Woollen Piece Goods, and Foreign produce generally, are imported.

Opium forms the chief staple of the Import trade; in fact, the only one of any importance to the Foreign merchant. The quantity imported during 1867 exceeds that of 1866 by peculs 97.16.

In my last Report I stated that the direct trade with Hongkong in this article had ceased. This year, however, it has been revived, although not to any great extent, and several consignments were received. A British Steamer, the *Taiwan*, was placed on the line, to run between Hongkong, Amoy, and Formosa, but after making a few voyages, was withdrawn, a circumstance much to be regretted, as it removed the means of regular communication with the mainland, the want of which is so much felt here.

Native Cloth, which was imported to the extent of peculs 1,208.04, shows an increase on the preceding year of peculs 980.29. It is imported chiefly from Amoy, and commands an average price of $ 1.40 per piece. This is, undoubtedly, the most formidable rival of Shirtings, as it is durable in texture, and cheap enough to be within easy reach of all. The import of Paper has decreased by peculs 1,977.59, and that of Tobacco by pec[illegible]48.

It is difficult to assign any reason for such a falling off, as the Island produces neither [illegible]r dependent on other ports for its supplies.

[illegible]SCRIPTION

Description of Goods.		1866.	1867.	Increase.	Decrease.
Cotton Piece Goods:—					
Plain Shirtings, Grey,	*Pieces*	8,755	12,455	3,700	...
„ „ White,	„	400	3,070	2,670	...
Dyed „	„	1,977	1,915	...	62
T-Cloths,	„	...	400	400	...
Turkey Red Cambrics,	„	1,550	2,800	1,250	...
Brocades, White,	„	257	200	...	57
„ Dyed,	„	1,040	948	...	92
Chintzes,	„	150	600	450	...
Drills, American,	„	410	586	176	...
„ English,	„	...	50	50	...
Woollens:—					
Bunting,	*Pieces*	384	584	200	...
Camlets, English,	„	806	1,708	902	...
Lastings,	„	78	240	162	...
Long Ells,	„	877	980	103	...
Lustres, Figured,	„	100	1,080	980	...
Orleans,	„	...	354	354	...
Spanish Stripes,	„	176	176	...	...
Cotton, Raw,	*Peculs*	1,244.84	2,032.50	787.66	...
Nankeens,	„	2,188.33	1,208.04	980.29	...
Opium:—Benares,	„	1,318.80	1,289.07	...	29.73
Patna,	„	75.60	192	116.40	...
Persian,	„	...	27.90	27.90	...
Turkey,	„	36.63	20.62	16.01	...
Malwa,	„	...	1	1	...
Paper,	„	2,052.23	74.64	...	1,977.59
Tobacco,	„	5,157.97	1,438.49	...	3,719.48

The annexed table exhibits the trade as conducted by Foreigners and Natives, in the articles specified above.

Description of Goods.		Consigned to Chinese.	Consigned to Foreigners.	Excess to Chinese.	Excess to Foreigners.
Cotton Piece Goods:—					
Plain Shirtings, Grey,	*Pieces*	6,505	5,950	555	...
„ „ White,	„	1,611	1,459	152	...
Dyed „	„	1,025	890	135	...
T-Cloths,	„	400	...	400	...
Turkey Red Cambrics,	„	1,451	1,349	102	...
Brocades, White,	„	200	...	200	...
„ Dyed,	„	948	...	948	...
Chintzes,	„	350	250	100	...
Drills, American,	„	586	...	586	...
„ English,	„	50	...	50	...
Woollens:—					
Camlets, English,	*Pieces*	1,238	470	768	...
Lastings,	„	200	40	160	...
Long Ells,	„	740	240	500	...
Lustres, Figured,	„	1,080	...	1,080	...
Orleans,	„	354	...	354	...
Spanish Stripes,	„	176	...	176	...
Cotton, Raw,	*Peculs*	2,197.73	165.23	2,032.50	...
Nankeens,	„	1,208.04	...	1,208.04	...
Opium:—Benares,	„	254.40	1,034.67	...	780.27
Patna,	„	6	186	...	180
Persian,	„	...	27.90	...	27.90
Turkey,	„	...	20.62	...	20.62
Malwa,	„	...	1	...	1
Paper,	„	75.35	0.71	74.64	...
Tobacco,	„	1,438.49	...	1,438.49	...

The

The withdrawal of the prohibition on the Export of Rice, which had attracted so much discussion, failed to induce its shipment, the rates being so low on the mainland as to be unremunerative.

Subsequently, the famine in the Northern provinces appeared to open out a better market, but the intelligence arrived too late, large and sufficient supplies having been promptly forwarded from other ports. The shipment during the early part of the year of Formosa Sugar to Japan led to anticipations of an increased commerce with that country, which unfortunately have not been realised, the returns not being so satisfactory as were expected, or as the prices then current appeared to guarantee. The trade in this staple with the Northern Ports is enlarging yearly, and justifies the hope that an increased demand may induce the growers to adopt some better means of preparing the Sugar than they at present possess, and which is rude in the extreme.

They, again, will be repayed by obtaining the higher price which a more carefully manufactured article would be certain to command.

The total Export for the year equals peculs 247,322.36, or an increase over the preceding year of peculs 37,144.20. Of this amount, Amoy took peculs 2,097.88; Chefoo, peculs 52,877.08; Foochow, peculs 659.78; Ningpo, peculs 121,999.30; Newchwang, peculs 5,978.93; Shanghai, peculs 38,252.53; Tientsin, peculs 17,956.86, and Yokohama (Japan) peculs 7,500.

With the exception of Ground Nuts, Lung-ngans, and Turmeric, the Export of which has increased respectively, peculs 6,619.85, peculs 3,090.76, and peculs 879.19, the remaining articles have decreased considerably; the following table will exhibit to what extent.

Description of Goods.		1866.	1867.	Increase.	Decrease.
Ground Nuts,	*Peculs*	5,478.70	12,098.55	6,619.85	...
Hemp,	„	627.27	261.09	...	366.18
Lung-ngans,	„	1,671.16	4,761.92	3,090.76	...
Pulse,	„	2,286.34	1,110.03	...	1,176.31
Rice,	„	29,351.97	19,831.47	...	9,520.50
Sesamum Seed,	„	15,618.56	1,781.13	...	13,837.43
Sugar, Brown,	„	186,392.12	221,695.13	35,303.01	...
„ White,	„	23,778.60	25,606.51	1,827.91	...
„ Candy,	„	7.44	20.72	13.28	...
Turmeric,	„	6,177.16	7,056.37	879.19	...

The statistics furnished below show that competition in the Export, as well as in the Import, trade, is still greatly in favor of the Chinese.

Description of Goods.		Exported by Chinese.	Exported by Foreigners.	Excess to Chinese.	Excess to Foreigners.
Ground Nuts,	*Peculs*	11,733.55	365	11,368.55	...
Hemp,	„	231.19	29.90	201.29	...
Lung-ngans,	„	4,761.92	...	4,761.92	...
Pulse,	„	661.20	448.83	212.37	...
Rice,	„	6,380.39	13,235.08	...	6,854.69
Sesamum Seed,	„	1,148.61	632.52	516.09	...
Sugar, Brown,	„	178,126.37	43,568.76	134,557.61	...
„ White,	„	22,081.48	3,525.03	18,556.45	...
Turmeric,	„	6,850.51	205.86	6,644.65	...

The Return of Shipping for the year under review, shows an increase over 1866 of—Vessels entered, 1,612 tons, and of Vessels cleared of 1,779 tons. The number entered and cleared is less, but the vessels employed have been of greater tonnage. The return of British vessels exhibits a large increase, the total tonnage entered and cleared being 15,404 tons, against 8,842 tons, or 6,562 tons in excess of the preceding year. The flags of Holland, Hanover, Portugal, and Sweden have been unrepresented. The Duties collected are in advance of any of the preceding years. The following table exhibits an increase over 1865 of Tls 13,482.5.5.9, and over 1866 of Tls 17,106.9.0.8.

The

The increase is principally in the Opium and Export Duties. The Coast Trade Duties have slightly fallen off.

	1865.	1866.	1867.
	H. Tls m.c.c.	*H. Tls m.c.c.*	*H. Tls m.c.c.*
Import,	2,249.9.2.6	1,135.8.8.9	2,232.1.8.1
Opium,	20,403.0.0.0	9,029.4.0.0	22,557.0.0.0
Export,	25,381.2.4.8	34,195.4.1.4	38,414.6.1.1
Coast Trade,	4,973.6.5.5	5,627.8.7.7	3,253.6.9.6
Tonnage,	1,980.8.0.0	1,375.7.0.0	2,013.7.0.0
Total,	54,988.6.2.9	51,364.2.8.0	68,471.1.8.8

Although the trade of the port has advanced in some cases and retrograded in others, I think we may be justified in expecting a steady increase in the commerce, which has had to struggle during the past year against great disadvantages, yet—at least to the government—with such satisfactory results. The only event of any importance which occurred during the year was the despatch by the Chinese Government of a force to South Bay, to punish the savages for the murder of the survivors from the wreck of the American barque *Rover*.

This force has been variously estimated at from 500 to 2,000 men, but I think the former number is correct, as reserves were left at Taiwan-foo, and the Chinese General, who throughout appears to have acted with much judgment and forethought, depended on assistance from the Chinese settlers on the Frontier, who are well armed and equipped, and are accustomed to carry on a guerilla warfare with the savages. The latter, however, sued for peace, and an arrangement was made, by which they are bound to respect the lives and property of any Foreigners who may be wrecked on their coast. A tribe of semi-Chinese, who owe allegiance to the savages, became security for their good faith, and the expedition returned, having accomplished its object, I believe, entirely to the satisfaction of General Le Gendre, the U. S. Consul at Amoy, at whose instance the Chinese Government had taken action in the matter.

I am,

Sir,

Your obedient Servant,

FRANCIS W. WHITE,

Commissioner of Customs.

To ROBERT HART, ESQUIRE,

Inspector General of Customs,

PEKING.

CANTON,

CANTON TRADE REPORT,

FOR THE YEAR 1867.

OFFICE OF MARITIME CUSTOMS,

CANTON, 31ST JANUARY, 1868.

SIR,—The Returns of Trade for the Port during the year 1867, have fully verified the expectations entertained by my predecessor, in his Report for 1866, that the material trade would still continue to increase, as is plainly shewn by the statistics already forwarded to the department of Shanghai. Although the aggregate value of the Imports and Exports shews a decrease as compared with the previous year, owing to the immense falling off of Treasure, and to the prices of a few of the principal articles being lower, still, as regards the main items, an increase in total quantity is notable.

The importations of Amber, Cochineal, Dye Stuff, American Ginseng, Lead and Quicksilver, and the exportations of Canes, China Ware, Cassia, Fire Crackers, Matting, Palm Leaf Fans, Preserves, Rhubarb, Silks, Straw Hats, and Tea, constituted the chief articles of commerce carried on by Foreign merchants, dealings in the remaining goods having steadily devolved upon the Chinese.

GENERAL TRADE.

The total value under this heading, as entered in the Customs Books, and specified in Tables Nos. 1, 2, and 3, Part I., and Tables Nos. 1, 2, and 3, Part II., of the Returns, is estimated at $ 39,276,991 against $ 43,458,823 in 1866, shewing a decrease of $ 4,181,832.

FOREIGN TRADE.

Under the above sub-division, the entire value in dollars was:—

	Imports.		Exports.		Re-Exports.		Total.	
	1866.	1867.	1866.	1867.	1866.	1867.	1866.	1867.
Foreign Goods,.....	9,767,164	10,475,694	...	...	36,557	23,237	9,803,721	10,498,931
Native „	3,562,843	2,347,574	14,784,980	14,049,599	84,326	20,259	18,432,149	16,417,432
Treasure,.....	5,873,035	2,325,373	...	...	4,334,703	4,232,926	10,207,738	6,558,299
Total,..... $	19,203,042	15,148,641	14,784,980	14,049,599	4,455,586	4,276,422	38,443,608	33,474,662

The

The following table exemplifies the value of our interchange of commodities with each—

FOREIGN PORT.

	Imports.		Exports.		Re-Exports.		Increase.	Decrease.
	1866.	1867.	1866.	1867.	1866.	1867.	1867.	1867.
Hongkong:—	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Foreign Goods,	9,558,168	10,433,782	...	...	36,521	22,907	862,000	...
Native „	3,562,843	2,347,574	10,417,226	9,881,608	42,059	19,253	...	1,773,693
Treasure,	5,873,035	2,325,373	...	...	4,334,703	4,232,926	...	3,649,439
Great Britain:—								
Foreign Goods,	14,678	...	...	...	36	60	...	14,654
Native „	...	...	2,739,924	2,843,603	...	...	103,679	...
United States:—								
Native Goods,	...	...	1,421,417	825,846	29,982	842	...	624,711
South America:—								
Foreign Goods,	45,900	...	...	...	...	...	...	45,900
Native „	...	...	145,175	163,995	...	...	18,820	...
Continent of Europe:—								
Foreign Goods,	...	...	...	...	...	270	270	...
Native „	...	...	50,272	121,978	12,285	164	59,585	...
France:—								
Native Goods,	...	...	10,966	34,823	...	...	23,857	...
India:—								
Foreign Goods,	48,685	...	...	...	...	...	...	48,685
Native „	...	...	...	140,811	...	...	140,811	...
British Possessions in the Straits:—								
Foreign Goods,	32,002	18,715	...	...	...	...	...	13,287
Native „	...	...	...	690	...	...	690	...
Siam:—								
Foreign Goods,	67,731	23,197	...	...	...	...	...	44,534
Native „	...	...	...	...	...	...	...	...
Japan:—								
Native Goods,	...	...	...	726	...	...	726	...
Saigon:—								
Native Goods,	...	...	...	35,519	...	...	35,519	...
	19,203,042	15,148,641	14,784,980	14,049,599	4,455,586	4,276,422	1,245,957	6,214,903

COAST TRADE.

Under the sub-division of Coast Trade, the total value was as follows:—

	Imports.		Exports.		Re-Exports.		Total.	
	1866.	1867.	1866.	1867.	1866.	1867.	1866.	1867.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Foreign Goods,	...	...	...	...	101,668	201,720	101,668	201,720
Native „	841,094	1,267,313	4,047,642	4,333,296	24,811	...	4,913,547	5,600,609
Total, $	841,094	1,267,313	4,047,642	4,333,296	126,479	201,720	5,015,215	5,802,329

The only ports, open by treaty, with which we had no direct communication, were—Foochow, Kiukiang, Chinkiang, and Takow and Tamsui in Formosa; goods were, however, passed by this office for Kiukiang, for transhipment at Shanghai.

IMPORTS.

IMPORTS.

FOREIGN GOODS.—The only Foreign Countries from which we had any imports direct, were—Siam, and the British Possessions in the Straits: Rice 10,750 peculs, and Sapanwood 277 peculs from the former; and Hardwood Beams 784 pieces, Hardwood Planks 150 pieces, Masts and Poles 363 pieces, and Kranjee wood 8 pieces from the latter; the remainder were brought from Hongkong.

COTTON PIECE GOODS—Shew a large increase, for the number imported, less Re-Exports, was 279,158 pieces, and 33,086 dozens Handkerchiefs, against 202,102 pieces and 18,636 dozens Handkerchiefs in 1866, leaving a balance, in favour of 1867, of 77,056 pieces, and 14,450 dozens Handkerchiefs. The principal descriptions were:—

Shirtings, Grey,	*Pieces*	112,278.	Chintzes,	*Pieces*	13,938.
„ White,	„	56,817.	Drills, American,	„	8,160.
„ Dyed, Figured & Plain,	„	11,715.	Velvets,	„	3,690.
T-Cloths,	„	71,171.	Damasks,	„	910.

COTTON YARN—Exceeded in quantity that of the previous year by 6,684 peculs. In 1866 there were landed peculs 12,053, and in 1867 peculs 18,740.

COTTON.—There was also a large increase in this staple. In 1866 there were peculs 150,387, and in 1867 peculs 256,770, making a difference of peculs 106,383.

On account of the active demand for Kwang Si, traders were induced to speculate largely in it; the consumption was about two-thirds of the quantity which reached the market; it was also eagerly sought after by country weavers for making Native Cloth, the prevailing opinion among them being that the Native manufacture is more substantial and durable than the Foreign.

Through the falling off of the prices, relatively, with those of late years, any consignments from India will find ready sales.

In the beginning of last November, an attempt was made by the Chinese to establish a Cotton Guild here, the object of which was to bind the merchants to purchase Cotton only when imported at Canton, and so prevent them, as previously, buying it from holders in Hongkong. Several reasons were given why this attempt was made; one was that the Chinese were desirous of increasing the wealth and importance of this place, and transferring a large portion of the business from Hongkong; another reason was that the merchants were not able to use their broken and chopped dollars in Hongkong. The scheme nevertheless was a failure, as the authorities issued a proclamation prohibiting its being carried into effect.

METALS.—A great decrease is presented as compared with 1866, attributable partly to the stocks in hand being very heavy at the commencement of the year, and also to the circumstance that the greater bulk was imported in Native boats, on account of the cheapness of the freight. Cinnabar was largely substituted for Quicksilver for the manufacture of Vermilion, arising from the duty being much lighter in rate. The subjoined statement gives a comparison of the imports of Metals, less Re-Exports.

		1866.	1867.			1866.	1867.
Iron, Nail Rod, Bar, and Hoop,	*Peculs*	2,165.	108.	Spelter,	*Peculs*	2,392.	97.
Lead,	„	23,496.	14,824.	Other Metals,	„	2,789.	731.
Quicksilver,	„	941.	653.				

Merely peculs 108 of Nail Rod Iron were imported, and peculs 829 re-exported, but the quantity re-exported was imported during 1865, which figures demonstrate how the one quantity exceeded the other.

OPIUM.—With reference to this drug the entries were:—

		1866.		1867.
Malwa,	*Peculs*	1,711.	*Peculs*	1,233.
Patna,	„	1,700.	„	878.
Total,	*Peculs*	3,411.	*Peculs*	2,111.

The

The large falling off is imputable to the fact that since the commencement of November, 1866, Opium has been allowed to be carried in Native boats to the districts of Tung Kwan 東莞, Sin Hwuey 新會, Shun Teh 順德, Hsiang Shan, 香山, and Kai Ping 開平, whereas formerly they were not allowed to carry it; and all that entered had to be accounted for by this office.

Our most important marts are situated along the branches of the North and West rivers. Very nearly nine-tenths of the drug consumed here, and in the neighbouring districts, was smuggled; hence the dealers, who paid duty, were placed at a disadvantage.

Woollen Piece Goods.—The following statement proves that there was an increase of pieces 6,576, and pairs 161, of the manufactures particularised; thus—

			1866.	1867.
Camlets, English,	less Re-Exports,	*Pieces*	3,915.	3,554.
Broad Cloth,	„	„	2,763.	3,334.
Spanish Stripes,	„	„	5,985.	6,458.
Lastings,	„	„	3,904.	4,324.
Long Ells,	„	„	4,509.	6,178.
Other Woollens,	„	„	896.	4,693.
Woollen & Cotton Mixtures,	„	„	6,589.	6,596.
Total	„	„	28,561.	35,137.
Blankets,	„	*Pairs*	2,329.	2,490.

With the exception of those specially enumerated, the following is a list of the few remaining articles of any importance, viz.:—

		1866.	1867.
Amber,	*Peculs*	269.	263.
Cochineal,	„	88.	118.
Dye Stuff,	„	69.	35.
Ivory,	„	595.	553.
Ginseng, Clarified,	„	1,055.	568.
„ Crude,	„	1,786.	1,458.
Glass, Window,	*Sq. feet*	843,300.	198,500.
Guano,	*Peculs*	15,300.	10,960.
Jade Stone,	„	584.	808.
Matches,	*Gross Boxes*	2,720.	774.
Paint, Green,	*Peculs*	313.	436.
Rice,	„	57,360.	10,750.

IMPORTS.

Native Goods.—The increase in Carpets, Felt Hats, and Tobacco, was owing to short importations during former years; Cinnabar, to its being in greater demand for the manufacture of Vermilion; Mats, the greater portion being from Ningpo, to the present duty being extremely low, causing the Chinese to lay in a larger stock than usual, lest the Tariff rate should be raised when the present Treaties are revised; Peas and Wheat, to the very small provisions during the foregoing year; and Wax, to the demands for extra supplies. The decrease in Cotton was due to the larger arrivals of the Foreign product. Consequent upon its dearness it was little used in weaving; it is principally used for stuffing

for

for palampores, as it is considered there is a greater percentage of warmth in the Native material than in the Foreign. Traders from the North declined shipping to Southern ports by reason of the high charges demanded for freight. There were examined and passed:—

		From Hongkong.		Coast Ports.	
		1866.	1867.	1866.	1867.
Almonds	*Peculs*	302	42	208	52
Brass Ware	„	113	171	22	81
Carpets,	*Pieces*	8,087	6,251	3,176	21,223
Cinnabar,	*Peculs*	922	2,065	...	...
Cotton,	„	67,361	14,337	250	...
Dates,	„	1,323	894	892	1,793
Fans, Paper,	*Pieces*	104,700	76,518	7,655	19,890
Fruits, Fresh,	*Peculs*	551	1,088	...	...
Hats, Felt,	*Pieces*	12,348	43,503	39,988	45.130
Horns, Deers', Young,	*Pairs*	2,196	4,208	1,177	70
Lily Flowers, Dried,	*Peculs*	1,354	1,432	...	660
Mats,	*Pieces*	70,762	128,220	4,340	37,810
Medicines,	*Peculs*	2,100	2,339	1,113	2,187
Nankeens,	„	8,918	8,641	5,379	7,491
Peas,	„	...	248	17,809	42,244
Silk Piece Goods,	„	472	396	132	316
„ Raw and Thrown,	„	66	55	23	35
Skins,	*Pieces*	65,893	57,605	32,294	13,821
Tea, Black,	*Peculs*	764	897	12	28
Tobacco,	„	16,022	19,045	113	1,967
Wax,	„	649	1,736	7	18
Wheat,	„	...	...	543	11,808
Wool,	„	382	440	210	115

EXPORTS.

Teas.—An increase occurred to the extent of peculs 19,514.57, contrasted with 1866, and specified in the annexed form:—

	1866.		1867.		Increase 1867.		Decrease 1867.	
	Black.	Green.	Black.	Green.	Black.	Green.	Black.	Green.
	Peculs.	*Peculs.*	*Peculs.*	*Peculs.*	*Peculs.*	*Peculs.*	*Peculs.*	*Peculs.*
Hongkong and Coast Ports,	10,260.85	3,002.44	10,461.13	2,424.30	200.28	...	...	578.14
Great Britain,	59,138.30	5,161.98	72,943.50	8,864.20	13,805.20	3,702.22	...	...
United States,	4,393.78	838.76	2,067.27	2,261.29	...	1,422.53	2,326.51	...
France,	86	...	18.47	322.88	...	322.88	67.53	...
Hamburg,	229.82	111.84	17.46	496.50	...	384.66	212.36	...
Callao,	310.50	54	...	...	...	...	310.50	54
River Plate,	426.42	126.23	...	...	...	...	426.42	126.23
Buenos Ayres,	...	...	2,073.60	274.82	2,073.60	274.82	...	...
Bombay,	...	...	863.09	33.50	863.09	33.50	...	...
Saigon,	...	...	533.48	...	533.48	...	...	...
Total,	74,845.67	9,295.25	88,978	14,677.49	17,475.65	6,140.61	3,343.32	758.37
Total Increase,					14,132.33	5,382.24		

At

At the commencement of the year, the entire stock in hand amounted to peculs 14,000, which quantity was all sold in May and June last; it was therefore included in the total of the Exports for 1867. The qualities of the crops, generally, were very good, and the prices they realised rather profitable to the growers, mainly; the teamen as a rule gained little by their transactions. The second crop, known as district teas, was sold at cheaper prices than in any previous year since 1858, owing to the holders being in want of money to buy new teas; accordingly they were obliged to sell their investments at a time when there was no great demand for them; and low rates prevailed in consequence. Exclusive of the total quantity on which duties were paid through this Office, the estimate is, that about peculs 12,000 left in Native boats for Hongkong for shipment to Saigon, the Straits, California and Australia, and also about peculs 30,000 from Macao shipped for Great Britain and America.

But thirty chops of Country Congous reached here, of which number thirteen remained unsold at the close of the year. No Country Congous are expected to be in the market this year: the yield of district teas will in all probability be very fair.

Tea Dust has not been shipped from the date the duty was raised to the same as that leviable on Tea. It is consumed in Canton by the poorest class of Chinese, who drink it, because they cannot afford to purchase the Leaf, instead of its being sent to Foreign Countries.

Silk and Silk Manufactures.—The table at foot shews in total a decrease in quantity. On the other hand, there was an increase in value, to be ascribed to the large exportation of Silk Piece Goods, which being of a high value, more than counterbalanced the deficits occasioned by the falling off in Silk Refuse, and Silk, Wild Raw.

Description.	To Foreign Ports.		To Coast Ports.		Increase.	Decrease.
	1866.	1867.	1866.	1867.	1867.	1867.
Raw and Thrown, ... *Peculs*	9,258.24	9,260.52	...	3.60	5.88	...
Refuse, ... „	1,623.89	993.84	...	...	...	630.05
Wild Raw, ... „	5,681.18	5,343.43	5	...	...	342.75
Cocoons, ... „	571.84	490.55	...	...	...	81.29
Silk Piece Goods, ... „	3,376.14	3,777.07	621.30	815.26	594.89	...
„ Fish Lines, ... „	20.96	25.49	1.12	1.03	4.44	...
„ Floss, ... „	40.91	38.98	62.64	55.80	...	8.77
„ Ribbons&Sashes „	91.28	93.06	553.04	608.89	57.63	...
„ Tassels, ... „	21.76	28.02	74.46	51.85	...	16.35
„ Thread, ... „	163.20	117.50	25.41	12.92	...	58.19
„ & Cotton Mixt., „	86.22	103.48	53.96	95.37	58.67	...
Total,.....	20,935.62	20.271.94	1,396.93	1,644.72	721.51	1,137.40
Total Decrease, *Peculs*.....						415.89

Omitting Tea and Silk, other numerous products are noticeable in themselves; the category demonstrates the more even distribution of the shipments of Native exports, as regard values, than is the case at many of the other ports. For example:—

		To Foreign Ports.		To Coast Ports.	
		1866.	1867.	1866.	1867.
Arsenic,.....	*Peculs*	378.92	229.76	2,947.24	955.08
Bamboo Ware,.....	„	619.49	635.31	249.71	313.58
Brass Buttons,.....	„	324.52	2.77	3,750.05	3,522.09
„ Foil,.....	„	310.46	574.39	171.12	193.92
„ Ware, ...	„	1,626.25	1,405.71	725.35	483.96
Canes,.....	*Pieces*	3,020,187	3,094,304	332,020	285,300
Cassia,.....	*Peculs*	23,698.70	24,259.93	261.47	399.96
„ Buds,.....	„	168.00	112.30	65.36	53.44
China Ware,.....	„	2,408.62	1,939.20	68.97	56.19
Clothing, Cotton and Silk,...	„	337.15	326.80	10.73	14.14
Crackers, Fireworks,.....	„	24,461.95	14,960.98	12.69	...
Earthen Ware,.....	„	489.76	548.31	82.54	57.70

To

		To Foreign Ports.		To Coast Ports.	
		1866.	1867.	1866.	1867.
Fans, Feather,.....	*Pieces*	5,777	9,138	6,425	2,853
„ Gauze, ...	„	20,245	10,434	13,321	17,327
„ Palm Leaf, ...	„	3,134,257	949,138	4,332,742	3,581,882
„ Paper, ...	„	177,848	64,875	1,321,332	742,680
Glue, ...	*Peculs*	288.69	268.77	2,379.65	1,765.04
Grass Cloth, ...	„	295.78	95.56	978.77	472.65
Hats, Straw, ...	*Pieces*	654,397	236,983	1,609	2,111
Indigo,.....	*Peculs*	929.74	455.11	3,476.82	3,130.20
Kittysols,.....	*Pieces*	177,300	307,452	...	...
Lacquered Ware, ...	*Peculs*	687.31	551.02	1.05	83
Lead, Red, White & Yellow,	„	70.58	...	6,354.87	6,679.44
Lichees, ...	„	473.74	93.42	7,585.25	2,811.72
Lung-ngans, ...	„	634.52	...	9,448.54	32,319.08
Mats, ...	*Pieces*	96,723	10,006	18,757	97,695
Matting, ...	*Rolls*	89,853	91,139	55	22
Medicine,.....	*Peculs*	494.67	97.23	3,475.16	4,774.16
Musk, ...	„	3.33	3.39	...	...
Paper, ...	„	3,684.79	1,337.86	5,876.46	4,264.97
Preserves, ...	„	9,259.52	11,903.14	98.96	161.05
Rhubarb,.....	„	...	751.40	...	...
Sugar, ...	„	14,922.89	2,409.26	116,651.60	213,226.28
Vetrified Ware, ...	„	4,316.82	4,726.77	1,972.86	1,592.09

At the Northern ports, the demands for Sugar were very considerable, and the prices were slightly favorable during the first part of the year. Speculators here laid out large sums of money in investments when the spring market opened: it was not until the end Autumn, that rates became lower, and a stoppage occurred in the large shipments.

RE-EXPORTS.

Our Re-exports were—Treasure $ 4,232,926, Goods $ 245,216, and in 1866 $ 4,334,703 and $ 247,362, respectively, leaving a balance in favour of 1866 of $ 103,923, or, minus Treasure, the small sum of $ 2,146. The inference is that the supplies exceeded requirements in a trifling degree.

TREASURE.

Treasure to the total value of $ 2,325,373 was imported, exhibiting a balance of $ 3,547,662 less than the year before, in which year the figures were $ 5,873,035. The amount re-exported, $ 4,232,926, manifests a decrease of $ 101,777 ; in 1866 it was $ 4,334,703. The Re-exports thus exceeded the Imports by $ 1,907,553, owing, firstly, to large sums of broken dollars having been sent to Foochow, viâ Hongkong, for the purpose of buying Teas, and, secondly, to a certain quantity having also been remitted for purchasing Opium. Since, in most transactions, drafts on Hongkong are used in payment of accounts in lieu of hard cash, the influx of Treasure has materially fallen off in proportion.

After a careful comparison of the estimated value of the Import and Export Trade, exclusive of Treasure, I find that the latter over-balances the former by $ 4,537,530, which has to be carried to the credit of the Port. But this amount ought not in reality to be considered a credit, for the Chinese merchants received payment of the produce sold here in cheques on the Banks at Hongkong, and these cheques were used there in purchase of goods, principally Rice and Cotton, which came up in Native bottoms, and paid duty through the Native Customs, and consequently did not appear in our books. As already alluded to in a previous report, it has been impossible to ascertain the exact amount of traffic carried on in Native craft, but one thing is certain, the Imports have been greatly in the predominance. If we were able, however, to procure more complete data from that office, it would greatly increase the value and interests of both our returns and reports.

It

It being necessary to afford the most complete information available, I furnish a memorandum of the principal articles carried in Native bottoms during the first eight months. The details have been taken from the manifests which were handed to the Foreign Tidewaiters, whose duty it was to board all Native crafts bound inwards or outwards; but it has been out of our power to check these documents with a barely approximate degree of accuracy, and, since September, owing to the loss of the hulk, which was used as a station for the Officers located there to board Chinese junks, this practice has fallen into temporary abeyance, only to be placed on a more satisfactory basis.

IMPORTS,—FOREIGN GOODS.

METALS:—

Iron, Manufactured, as Bars, Hoops, Nail Rod, and Plates,	about	*Peculs*	25,000	$ 75,000
Iron Wire,	„	„	2,000	„ 16,000
Lead,	„	„	10,000	„ 65,000
Steel,	„	„	200	„ 1,400
Tin,	„	„	1,500	„ 33,000
„ Plate,	„	„	840	„ 6,000

FOREIGN GOODS.					NATIVE GOODS.				
Betel Nuts,	about	*Peculs*	16,300	$ 40,750	Alum,	about	*Peculs*	30,000	$ 45,000
Bicho de Mar,	„	„	2,300	„ 46,000	Bean Cake,	„	„	28,208	„ 84,000
Copper, Old,	„	„	6,000	„ 90,000	Cotton,	„	„	15,000	„ 270,000
Cuttle Fish,	„	„	1,200	„ 24,000	Dates,	„	„	5,200	„ 21,000
Fish Maws,	„	„	1,500	„ 60,000	Peas,	„	„	223,500	„ 558,750
Mangrove Bark,	„	„	3,500	„ 3,500	Tea,	„	„	600	„ 15,000
Pepper,	„	„	7,700	„ 50,000	Tobacco, Prepared,	„	„	500	„ 10,000
Rattans,	„	„	30,000	„ 100,000	Wheat,	„	„	7,800	„ 23,000
Rice,	„	„	2,500,000	„ 4,500,000	Wool,	„	„	1,800	„ 25,000
Sandalwood,	„	„	7,500	„ 53,500					
Sapanwood,	„	„	22,000	„ 22,000					
Seaweed,	„	„	4,000	„ 8,000					
Sharks' Fins,	„	„	4,000	„ 100,000					

EXPORTS.

NATIVE GOODS.				
Arsenic,	about	*Peculs*	500	$ 4,500
Cassia,	„	„	170	„ 2,700
China Ware,	„	„	1,200	„ 18,000
Crackers, Fireworks,	„	„	800	„ 8,000
Fans, Palm Leaf,	„	*Pieces*	324,000	„ 3,240
Matting,	„	*Rolls*	165,474	„ 827,370
Paper,	„	*Peculs*	1,200	„ 14,000
Planks,	„	*Pieces*	166,868	„ 41,717
Preserves,	„	*Peculs*	640	„ 6,400
Sugar,	„	„	25,000	„ 75,000
Tea,	„	„	12,000	„ 240,000
Tobacco Leaf,	„	„	1,800	„ 11,000
„ Prepared,	„	„	900	„ 10,800

SHIPPING.

From the following tables, you will ascertain, at a glance, that the Shipping and Tonnage during the past two years were:—

ENTERED.

	With Cargo.				Increase 1867.		Decrease 1867.		In Ballast.				Increase 1867.		Decrease 1867.	
	1866.		1867.						1866.		1867.					
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
River Steamers, ...	747	283,008	600	170,604	...	...	147	112,404	89	16,261	57	6,626	...	...	32	9,635
British Sailing Vessels	101	33,221	87	33,537	...	316	14	...	156	73,355	96	57,881	...	...	60	15,474
American ,,	20	2,889	17	6,531	...	3,642	3	...	22	17,045	13	8,400	...	...	9	8,645
French ,,	3	752	3	1,220	...	468	...	...	15	11,258	10	15,401	...	4,143	5	...
Sundry ,,	45	16,290	59	19,204	14	2,914	...	...	84	27,103	67	21,829	...	...	17	5,274
Total, ...	916	336,160	766	231,096	14	7,340	164	112,404	366	145,022	243	110,137	...	4,143	123	39,028

CLEARED

	With Cargo.				Increase 1867.		Decrease 1867.		In Ballast.				Increase 1867.		Decrease 1867.	
	1866.		1867.						1866.		1867.					
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
River Steamers, ...	780	287,475	636	174,200	...	...	144	113,275	56	11,794	21	3,030	...	...	35	8,764
British Sailing Vessels	69	38,459	61	37,069	...	...	8	1,390	184	65,532	126	58,760	...	...	58	6,772
American ,,	8	3,662	13	7,666	5	4,004	...	...	34	17,431	18	7,872	...	...	16	9,559
French ,,	12	5,362	2	947	...	...	10	4,415	9	7,313	12	16,574	3	9,261	...	...
Sundry ,,	82	24,053	93	27,489	11	3,436	...	...	41	15,853	43	18,624	2	2,771	...	...
Total, ...	951	359,011	805	247,371	16	7,440	162	119,080	324	117,923	220	104,860	5	12,032	109	25,095

The cause of the decrease in the number of trips and the total tonnage of River Steamers, whose passages are set forth above, originated in only two Steamers having run daily to and from Hongkong, while there were three for the greater part of 1866;—and also in the night steamers having been bought off the line, by the Hongkong, Canton and Macao Steam Navigation Company, during the latter part of the past year. When nearly all the mail steamers, British and French, and a great many sailing vessels, visited Whampoa for the sole purpose of lying in fresh water, and receiving repairs in dock, no surprise need be expressed that the vessels which entered and cleared in ballast, should outnumber those with cargo. Still, not more than twenty vessels were seen in port on any one occasion, but eight generally constituted our total shipping.

A few remarks with reference to the Junk trade are likewise necessary.

Sea-going Junks.—These vessels, principally owned by Natives of Fokien, although not so numerous as formerly, still continued their annual voyages, leaving Canton in the N.E. and S.W. monsoons for the Southern and Northern ports. The shippers embark in them, and are called Supercargoes; they effect purchases with funds advanced by the Consignees. On the return voyage to Canton, the imports are landed and stored in the Consignees' pack-houses, and after their sale, they deduct the amount advanced and a bonus of thirty per-cent, from the sum realised, handing the balance over to the Supercargoes. Should any losses occur, either through shipwreck, or deterioration in the value of goods, the shippers are not liable to make them good.

Canton and Hongkong Boats.—In number, twenty-eight ran regularly, each accomplishing three trips monthly, and the total average tonnage was 3,360. They brought principally Rice, Metals, Raw Cotton, Sandal and Sapan Wood, Betel Nuts, Bicho de Mar, Sharks' Fins, Pepper, Rattans, Medicines, Peas, and Salt Fish, and took away Matting, Planks, Tea, Samshoo, Preserved Vegetables, Pickles, and Coarse Paper.

Canton and Macao Boats.—Twelve was the number, four running regularly, carrying passengers but very little freight, the interchange of commodities between Canton and Macao being very trifling. The remaining eight called *Fruit-Boats*, 菓艇, ostensibly to carry fruits when in season to the market at Macao, but really to convey kidnapped coolies to that port.

The

The revenue derived from the traffic carried on by the junks and boats just described, may be estimated at about Tls 300,000 annually.

I have pleasure in submitting to you below a favourable comparative account of the Duties collected:—

	1866.	1867.	1867.	
			Increase.	*Decrease.*
Coast Trade,	8,908.8.2.1	11,772.5.9.2	2,863.7.7.1	...
Import,	211,794.7.5.0	236,326.2.7.0	24,531.5.2.0	...
„ Opium,	104,669.4.0.0	63,332.7.0.0	...	41,336.7.0.0
Export,	538,264.8.9.0	602,124.3.7.9	63,859.4.8.9	...
„ Opium, Prepared,	4,518.7.4.4	1,906.8.3.6	...	2,611.9.0.8
Tonnage Dues,	21,322.5.0.0	19,311.9.0.0	...	2,010.6.0.0
Total Tls	889,479.1.0.5	934,774.6.7.7	91,254.7.8.0	45,959.2.0.8
Total Increase Tls			...	45,295.5.7.2

Of the Tls 934,774.6.7.7, more than half was collected on the merchandise by River Steamers, namely, Tls 508,001.3.4.8, the residue was Tls 426,773.3.2.9, of which—

British Vessels paid	Tls	291,486.3.1.5
American „	„	30,123.6.1.2
French „	„	2,297.8.2.8
Hamburg „	„	40,340.0.6.0
Prussian „	„	35,602.6.2.3
And other Nationalities,	„	26,922.8.9.1
Total,	Tls	426,773.3.2.9

SUMMARY.

In the review of the trade as founded on the statistics arranged under the foregoing divisions, the conclusion is that although the past year has been a prosperous one as concerns the Revenue, it is doubtful whether, on the whole, it has been a successful one for the merchants. With the exception of Foreign Goods, there was a great declension in the value of the Foreign trade, but, on the other hand, a considerable development in the Coast Trade, both in Imports and Exports. I have already accounted for the falling off in the value of the principal articles, but it would not perhaps be out of place to remark that had Indian Cotton, Cotton Yarn, and Piece Goods, and Tea, Silk, and Cassia, been of the same value as in 1866, the total value of the trade, after the deduction of Treasure, would have been far greater in significance.

The salient features of the Returns distinguishing the period under notice from the preceding year, may be stated in a few words, viz., touching—

IMPORTS.

An increase in	Raw Cotton from India	to the extent of about	71 per cent
„ „ „	Cotton Yarn,	„	55 „
„ „ „	„ Fabrics,	„	41 „
„ „ „	Woollen „	„	21 „
„ „ „	Medicines,	„	41 „
„ „ „	Nankeens,	„	13 „
A decrease of	Native Cotton,	„	79 „
„ „ „	Metals,	„	48 „
„ „ „	American Ginseng,	„	29 „
„ „ „	Opium,	„	38 „

EXPORTS.

An increase in	Teas,	„	23 per cent
„ „ „	Silk, Manufactures,	„	13 „
„ „ „	Sugar,	„	64 „
A decrease in	Silk Refuse,	„	39 „
„ „ „	Fire Crackers,	„	39 „

It

It must be borne in mind that the Returns do not afford anything like an approximate view of the extent, or the movements of the commerce of the port, let alone the province, to and from Hongkong and Macao (besides more distant places), simply for the reason that it was extensively conducted in Native vessels, so that it is not feasible to arrive at any just comparison of the trade with the other open ports; and as in the general interchange of business, Hongkong and Canton may be said to be largely connected with, if not exactly tributary to each other, practically situated but six hours apart, the statistics of Canton, under the circumstances, would, in any analysis attempted in order to the presentation of a relative view of its commerce, contrasted for instance with Shanghai, or any of the other more isolated, or independent ports, be more or less fallacious.

The course of Native Trade was one constant fluctuation, while, on an average, it may be safely said that no profitable returns were obtained in proportion to the investments of capital. Rice was plentiful; the crops were very good and abundant, and provisions were rendered cheaper by the removal of War taxes on the necessaries life. Hence no outbreak of any notoriety disturbed the peace of the province, for we cannot take into account the *feud* that long existed between the Puntis and Hakas, and was suppressed under the generalship of His Excellency the Governor Ch'iang.

I am,

Sir,

Your obedient Servant,

JAMES BROWN,

Deputy Commissioner in Charge.

To ROBERT HART, ESQUIRE,

Inspector General of Customs,

PEKING.

APPENDICES.

APPENDICES.

I.

(Translation.)

REPORT on the COMMERCE OF KIUKIANG, during the year 1867, addressed to the INSPECTOR GENERAL OF CHINESE MARITIME CUSTOMS.

KIUKIANG, 31ST JANUARY, 1868.

Before proceeding to the examination of the most striking traits of the trade of Kiukiang during the year 1867, and before remarking upon the observations which this examination may suggest, it appears to us that, to glance over the figures of the trade of the last three years, would be of some utility. These figures, as they are given in the following table, do not include either the value of Copper Cash, or that of Re-exports, and, in consequence of these modifications, they accord with the quantities and values given in our statistics for 1867, which, being made out upon a new plan, show forth, in the clearest possible manner, the net result of the trade of that year.

COMPARATIVE TABLE OF TRADE.

	IMPORTS.	EXPORTS.	TOTAL.
1864,	*Tls* 2,541,483	*Tls* 4,178,847	*Tls* 6,720,330
1865,	„ 3,199,177	„ 6,273,931	„ 9,473,108
1866,	„ 3,712,507	„ 6,166,402	„ 9,878,909
1867,	„ 3,501,849	„ 4,358,760	„ 7,860,609

On comparing the valuations of each year with the one preceding it, it results, from the above figures, that the Imports have increased in the proportion of about 25 % in 1865, 16 % in 1866, and have, on the contrary, diminished about 6 % in 1867.

It will also be seen that the Exports, which in 1865 and 1866 showed an increase of more than 30 % over 1864, have fallen back, in 1867, to a par with those of the year which we have taken as our basis of comparison.

We shall endeavour to point out, in the course of this Report, the determining causes of these fluctuations.

IMPORTS.

It is from Shanghai that Kiukiang derives the major part of its supplies; the remainder is furnished by Hankow, Chinkiang, and Ningpo.

The Imports are of two classes:—1st, Foreign Goods.
2nd, Native Produce.

In

In the following table will be found the quantities and values of the principal articles of the first class imported during 1866 and 1867, from which a comparison can be made between the two years.

	1866.			1867.		
Cottons,	131,007 *Pieces*	= *Tls*	334,582	194,379 *Pieces*	= *Tls*	497,680
Woollens,	40,804 „	= „	364,589	42,261 „	= „	392,417
Metals,	14,114 *Peculs*	= „	118,084	12,436 *Peculs*	= „	110,258
Opium,	2,261 „	= „	1,444,413	2,202 „	= „	1,276,072
Seaweed,	32,923 „	= „	134,266	31,830 „	= „	126,798
Sundries,		= „	282,525		= „	233,156
		Tls	2,678,459		*Tls*	2,636,381
1867 less than 1866					*Tls*	42,078

Cotton Piece Goods.—The first point which plainly manifests itself, on examining the above totals, is the considerable increase in the importation of English Cotton Goods during the year under review. In fact, these tissues, less durable but more supple and of better appearance than the corresponding kinds of Native fabric, are daily becoming more popular in China, and the low prices at which they have been sold during 1867, have been the cause of their reaching a consumption to which they have never before attained in Kiukiang, since the opening of the port. This assertion is corroborated by the following table:—

	1864.	1865.	1866.	1867.
Grey Shirtings,	34,091	60,331	89,140	116,817
T-Cloths,	25,330	34,614	19,705	47,911

Woollens.—These goods, principally used by the Chinese for Furniture and Clothes, appear to have been equally favored. We must attribute this to the causes which we have pointed out above, more particuliarly as regards low prices, which, by placing these goods within reach of more purses, have secured for them a greater outlet.

Metals.—We have to note here a slight falling off, though of no great importance. The imports of Lead in 1866, amounted to peculs 11,839, and only to peculs 9,688 in 1867. This Metal, converted into Sheets, is principally employed in the province of Kiang-hsi, as a lining for Tea boxes, and, as the Export of Tea this year shows a falling off, it is only natural that the consumption of Lead should be reduced in proportion. Tin has remained nearly stationary. Foreign Iron is only represented in the Kiukiang market by very insignificant quantities.

Opium.—The importations of this article have been maintained since 1864, at an almost invariable level; say from 2,000 to 2,400 peculs; and the quantity is doubtless small for a port of the importance of Kiukiang. A plausible explanation of the relative poverty of this branch of trade, which forms the riches of more favored ports, is the fact that the consumption of Opium imported at Kiukiang is limited to the province of Kiang-hsi alone, which, it would appear, is also supplied from the Fokien and Kuang Tung provinces, by the old route over the passes of 梅嶺 Mei-ling and 大庾 Ta Yü.

Seaweed.—We have to note a slight decrease in the importation of this esculent. The "Long" and "Cut" Seaweeds of Japan are the only kinds that have, as yet, been current in the market of Kiukiang; the coarser kind, produced on the Coast of Manchuria, has not yet made its appearance here, although, in our opinion, it offers advantages to the importer, being cheaper and paying a lower rate of duty.

Passing

Passing on to articles of Native produce, we will proceed to enumerate, in the table below, those which appear to us to call for special attention:—

	1866.				1867.			
Sugar,	43,596	*Peculs*	= *Tls*	260,987	41,937	*Peculs*	= *Tls*	295,850
Cotton,	20,025	„	= „	300,380	7,885	„	= „	134,053
Mussels, &c.,	8,470	„	= „	101,896	14,924	„	= „	179.095
Silk,	279	„	= „	223,760	173	„	= „	138,240
Sundries,		„	= „	147,025			= „	118,230
			Tls	1,034,048			*Tls*	865.468
1867 less than 1866,							*Tls*	168,580

SUGAR.—This article shows a decrease in 1867 of rather more than 3 % on the importation of 1866, but, on comparing the values of the quantities imported during these two years, the result is in favor of 1867. This apparent anomaly is the result of the high prices at which Sugar was quoted during that year, to which also must be attributed the decrease mentioned above.

COTTON.—We remark a falling off of about 60 % in the import of this textile during 1867. We must look upon this fact rather in the light of a return to a normal state of things, than of a falling off due to exceptional causes. Kiang-hsi draws the major part of its Cotton supply from Hu-peh, and the inundations, which destroyed a great part of the Cotton crop of that province in 1866, obliged our Chinese merchants to go to Shanghai to make considerable purchases of the Cottons of 太倉州 T'ai-ts'ang-chow, and 羅甸鎮 Lo-tien-chê, districts of Kiang-su, renowned for this culture. In 1867, things resumed their ordinary course, and the importation of Cotton by Yangtsze Steamers diminished in the proportion indicated by the foregoing table

MUSSELS.—The import of eatable molluscs for the year 1867, represents a total nearly double that of the preceding year. Those coming from Ningpo appear to be the most in favor in the Kiukiang market, and an active trade is thereby kept up between the two ports, by means of Coasting Sailing vessels called Lorchas. Lastly, we remark that the figures of Silk Piece Goods in 1867 show a deficit of about 35 %, compared with the preceding year.

It can be seen, from this short analysis of the Import trade, that it is compensated, in a great measure, for the deficit which it shows—at any rate so far as Foreign goods are concerned—by the exceptional extent of the transactions in English Cottons and Woollens. The valuations of Goods which, by enlarging homogeneous quantities, allow of summing up the trade in general totals, are, on the other hand, susceptible of giving an erroneous idea of commercial movements, if the quantities compared have been calculated at different prices. It is thus that the mean adopted in 1866, being generally above that used as the base of the valuations of 1867, the latter year presents a diminution in the value of its Imports, which it would be unjust to consider as representing an equal decrease in the quantities of these same articles. In short, we believe we may affirm that, if the year 1867 has not contributed to the onward movement we have before alluded to, it has not, at any rate, to be noticed as a time of immobility.

Our colleague Mr. Dick, in the commercial report, so scrupulously elaborated and so replete with valuable information, which he wrote last year, entitled one of his paragraphs "Extent of country of which Tientsin is the Port." It is needless to draw attention to the extent of the considerations of which the development of such a theme allows. It is evident that the ports open to Europeans in China, being only the entrepôts of the gigantic trade of this vast Empire, the importance of each one of them depends entirely on the number more or less of its outlets, and on the greater or less extent of its producing zone. From this same point of view, we must say that the Import trade of Kiukiang, which we spoke of but now as having followed an onward course since 1865, does not appear to us destined ever to assume very considerable proportions, because it is confined to the province of Kiang-hsi, and to a narrow segment of that of Ngan-hui. The markets which are supplied by Kiukiang are reduced to 南昌府 Nan-ch'ang-fu, 吳城 Wu-ch'êng, 安慶 Ngan-ch'ing, 大通 and Ta-tung; cities, the two former of which are in Kiang-hsi, the two latter in Ngan-hui. The greater part of the numerous streams which water Kiang-hsi have their source in the province itself, and, following an erratic course, ascend towards the North and end in the Poyang Lake: an immense reservoir which, without exaggeration, may be called the heart of Kiang-hsi, as it serves as a receptacle for the thousands of rivers and canals which, like a gigantic network of veins, carry life and movement to the confines of the province. Nevertheless, although this fortunate formation multiplies the means of communication in Kiang-hsi itself, it, on the other hand, isolates the provinces bordering on it which, with the exception of Ngan-hui and Hu-nan (tributary of Hankow), all possess open ports.

EXPORTS,

EXPORTS.

We are here obliged to avow, that we find ourselves in the presence of a state of things which we cannot designate as flourishing. It will be seen by the following table, that the Export Trade has fallen off, in 1867, to the extent of about 29 %, compared with the preceding year.

1866.					1867.			
Black Teas,	93,573	*Peculs*	= *Tls*	2,620,035	84,118	*Peculs*	= *Tls*	1,768,571
Green „	79,118	„	= „	2,848,272	69,809	„	= „	2,164,071
Tea Dust,	5,640	„	= „	25,832	4	„	= „	20
China Ware,	18,150	„	= „	82,688	6,991	„	= „	32,842
Vegetable Tallow,	2,837	„	= „	26,955	1,576	„	= „	9,455
Paper,	54,818	„	= „	231,729	27,181	„	= „	110,063
Tobacco,	7,936	„	= „	39,579	6,484	„	= „	25,396
Hemp,	15,438	„	= „	154,379	20,655	„	= „	185,892
Sundries,			= „	136,933				62,450
			Tls	6,166,402			*Tls*	4,358,760
1867 less than 1866,							*Tls*	1,807,642

Black Teas.—The province of Kiang-hsi counts four principal districts producing the Leaf which, prepared in a peculiar manner, gives the kind called in trade Congou Tea. The most important are those of Yi-ning-chou 義甯縣, and Wu-ning-hsien 武甯縣, situated towards the Western side of the Poyang Lake. The districts of Ho-kou-chên 河口鎮 and Kuang-hsin-fu 廣信府, to the South and South-east of the lake, are of secondary account. There are two crops of Black Tea during the year: the first, commencing towards the middle of April, lasts about a month; the second, taking place at the end of June, is over in a few days. It is well known how property is divided in China, particularly in the provinces which furnish the richest products, such as Silk and Tea; the result is, therefore, that in order to effect large purchases of these commodities, Europeans are obliged to submit to the exactions of a prefect crowd of intermediary agents. Hence expenses which weigh heavily upon the cost price. For instance, besides the Commission, doubtless considerable, levied beforehand by the brokers in the interior, the Teas, in passing through the Native hongs, are charged with expenses to the extent of 2 to 3 % on their value, without taking into account another commission of 1 or 1½ % paid to the Compradors, Godown Keepers, and other subordinates. If we touch upon this question,—which is far too important a one to be fully worked out in this limited Report,—it is only with a view of giving an idea of the obstacles which Europeans have to surmount in order to get at this produce in a direct manner.

We do not certainly pretend to point out a remedy for a state of things, which is the object of the constant preoccupation of a number of highly intelligent and consummately experienced men; we do not, however, think we are advancing too much in promulgating the opinion that, if Europeans, definitely acknowledging the necessity of learning the language of the Natives, would devote to its study a greater amount of time and energy, they would speedily divine the secrets of many mysteries, and would thus find themselves able to struggle, on more equal terms, with their Chinese competitors, who, possesing naturally an acquaintance with the language—a knowledge of the sources and outlets of produce—of the secrets of exchange and currency,—in short, of the thousand-and-one machines and means of Native trade, appear now as a formidable league against them.

The Teas of Yi-ning and Wu-ning come in boats of light draft of water down the river Hsiu 修 to the town of Wu-ch'êng 吳城, situated, as we have mentioned, at the South extremity of the low part of the Poyang Lake; they are then transhipped to Junks of larger tonnage better adapted to the navigation, often difficult, of the Poyang Lake, and arrive thus on the Kiukiang market, after having traversed a distance of about 200 miles (English). Teas, from the districts of Ho-kou-chên and Kuang-hsin-fu, are also carried by small boats down the river Jao-chiang 饒江, to Jao-chou-fu 饒州府, an important place on the South-east border of the Poyang Lake, and from thence are sent to Kiukiang by larger boats; the distance thus covered is about 260 miles. According to information which we deem worthy of credence, the expenses of carriage incurred by both these routes is 6 mace per picul adding the local taxes which are levied on Black Teas in transit, amounting to *Tls* 1.6.8.0,—*i.e.* *Tls* 1.4.0.0 on leaving the place of growth, and *Tls* 0.2.8.0 levied by the authorities of Kiukiang at a barrier establishment at Ku-t'ang 姑塘 on the

Poyang

Poyang Lake, not far from the place where it joins the Yangtzŭ. It has been seen from the comparative table of Exports for 1866 and 1867, that Black Tea has been exported during this last year to an amount, less than that of the preceding one, in the proportion of about one-tenth. The losses suffered by the speculators of 1866 have resulted in inspiring them with greater prudence, and in their reducing their operations very considerably. Advices, recently received from Europe, announce that the first shipments of Black Tea have been realized at a profit, and, if news continue favorable, the reserve shown by Exporters is doubtless to be applauded, in spite of the grievous consequences to the revenue and to the figures, far from brilliant, which are shown forth in our statistics.

GREEN TEAS.—The Leaf employed in the preparation of the different qualities of Green Tea which are exported from Kiukiang, is gathered, for the most part, on the Eastern side of the Poyang Lake in the districts of Wu-yuan 婺源 (Moyune), Ch'i Men 祁門, Yi-hsien 黟縣, and Hsiu-ning 休甯, belonging to the province of Ngan-hui; and, in smaller quantities, at Lo-p'ing-hsien 樂平縣 and Fu-liang-hsien 浮梁縣 in Kiang-hsi. These Teas are shipped by the rivers Ch'ang-chiang 昌江, Wu-chiang 婺江, and Jao-chiang 饒江, to Yao-chou-fu, and, after having been subjected to transhipment at this place, like the Black Teas, are sent on to Kiukiang, thus traversing a distance estimated at 200 miles. More heavily taxed than Black kinds, these Green Teas have to pay, besides Tls 0.2.8.0 levied by the local office of Ku-t'ang, a tax of Tls 2.4.8.0 to the provincial authorities on leaving the entrepôts established in the interior.

Kiukiang does not receive more than about half the Green Teas gathered in Ngan-hui. The other half is forwarded to Shanghai and Ningpo in Native boats.

The export of this article, in 1867, is about one-tenth less than in 1866. Will the untowardness of this circumstance be lessened by profitable sales? On this subject we cannot express an opinion, as the news from Europe has not yet given the result of the first operations.

Tea Dust, which shows a total of peculs 5,040 in 1866, is only represented in the table of Exports of 1867 by such an inconsiderable figure that it is virtually the equivalent of zero. China-Ware, Vegetable Tallow, Paper, Tobacco and Hemp close the list of Exports; that of Hemp has increased during 1867 about 30 %; with this exception, the above mentioned articles, compared with the Export of 1866, show an average decrease of 40 %.

Our predecessor, Mr. Hannen, in his Trade Report of last year, pointed to the probability of a decrease in the Export, by Foreign vessels, of the China Ware of Ching-tê-chên 景德鎮. The correctness of his judgment has been confirmed this year not only as regards China Ware, but also all other Native produce—Teas excepted. Freights have ranged high in 1867, and thanks to the quiet which now reigns in Kiang-hsi and the neighbouring provinces, Chinese Exporters prefer the more economical routes of the interior to the costly conveyance of the Yang-tzŭ Steamers. The most frequented route is that of Yü-shan-hsien 玉山縣, and Ch'ang-shan-hsien 常山縣, two important places of transit situated at a short distance from each other: one on the confines of Kiang-hsi, the other on the Western frontier of Che-kiang. Coming from the Poyang Lake, produce, going by this route, ascends the river Jao-chiang to Yü-shan-hsien, is transhipped at Ch'ang-shan-hsien, and descends the large river Ch'ien-t'ang-chiang 錢塘江 as far as Hang-chou 杭州, whence it easily reaches Shanghai and Ningpo.

Copper Cash, which brought a large contingent to the Imports of 1866, is represented in those of 1867 by an insignificant figure only, and, on the contrary, gives a total of peculs 6,934 to Exports. This change is to be attributed to the great abundance of this kind of currency, and to the falling off in the Export of Tea, Copper Cash being generally imported for the purpose of facilitating the purchases of this article in the interior.

DIVISION OF TRADE BETWEEN FOREIGNERS AND NATIVES.

An enquiry, which would doubtless prove very interesting, would be one which would enable us to arrive at the knowledge of the share of the commercial movement which falls to European and Chinese merchants respectively. For want of precise data this enquiry is closed to us. So far as Imports are concerned—if we are to believe current reports—Europeans are far from occupying a preponderating position in the competition between them and their Chinese rivals. To the latter belongs, exclusively, the trade in Imports of purely Native produce. On the other hand, the proximity of Shanghai allows of the Chinese repairing thither to purchase, with advantage, their supplies of Tissues, Opium and the other European goods of that vast market. Without even putting themselves out of the way to leave their homes, they can effect their purchases by means of intermediary agents, who, it would appear, are supported at the common expense of several houses who fraternally divide the ventures forwarded by them. It can be easily conceived then that, in the face of such an organisation, European houses have but little chance of getting rid of their consignments even at a sacrifice of all profit. These houses, established at Kiukiang principally for the purpose of operating in Teas, thus find themselves nearly entirely deprived of the benefits of a barter or exchange business, a position which is still further aggrevated, by the difficulties which fetter financial operations in the absence of any Banks.

Amongst

Amongst articles of Export, Europeans operate rarely in any other than Tea; furthermore must it be acknowledged, that the share they have taken, even in this trade, in 1867, is far from being the principal one. From information derived, we believe, from good sources, the purchases of Teas, made by European houses during the past year, do not represent more than from 11 to 12 % of the total Export of this article, the greater part of which is shipped direct to Shanghai by the Chinese. This fact is explained by the great facilities afforded the latter by the Agents of the Steamers which exploit the Yang-tzŭ, in the shape of advances, intervention in the payment of Duties at the Customs, warehouse room for goods at Shanghai, &c., &c. The calculations sufficiently logical, by which the Native Exporters, in sending their Teas direct to Shanghai, secure for them the advantages resulting from a greater concourse of buyers, and more precise information regarding the news from Europe, is doubtless not without considerable influence upon the decadence of Kiukiang as a selling market.

The number of European houses established at Kiukiang, which, in 1866, amounted to 11, is now reduced to 7.

Among the Chinese, five guilds are to be found, which, instituted for the defence of their common interests, unite, in close association, Merchants of the provinces of Kuang-tung, Fu-chien, Che-kiang, and of the towns of Nan-ch'ang-fu 南昌府, the capital of Kiang-hsi, and of Chien-ch'ang-fu 建昌府, an important market situated on the river Hsiu 'Ho 修河, not far from the Western bank of the Poyang Lake. Eight large Hongs and an equal number of Brokers divide amongst them the different kinds of Tea, the Silks, and the Cottons, Woollens, and other kinds of European goods. Besides these, there exists a certain number of hongs or companies in whose hands is exclusively found the sale of Coal, Cotton, and Butcher's meat, as well as land and water carriage. These lamentable privileges impose charges upon the consumption which amount in some instances from 15 to 18 %.

RIVER TRAFFIC.

The river traffic of the Yang-tsze-kiang has been carried on during 1867 by about ten Steamers, which, going and coming, have touched 391 times at Kiukiang, giving a total of entires as well as of clearances of 319,229 tons. This is a falling off of 79 trips and about 30,000 tons, compared with last year.

On the other hand, the number of Lorchas and Vessels under Chinkiang pass has increased one-half in 1867. Rafts under European flags have entirely disappeared from the River. We may add that no Junk, chartered by a European, has been registered in 1867 by the Custom House of Kiukiang.

DUTIES.

The total of Duties received in 1867 amounts to the sum of Haikwan *Tls* 433,750.4.7.7, showing a deficit of Haikwan *Tls* 84,060.1.3.1 as compared with the preceding year. It would be useless to dwell here upon the causes which have brought about this perceptible diminution in the Revenue; those which we have pointed out as the cause of the falling off of Exports give a sufficient explanation.

If we go back to the figures which we gave at the commencement of this work, we find that the Trade of Kiukiang, striking a comparison between 1866 and 1867 only, has lost, during the latter year, more than two millions of taels. This result would appear, to a certain extent at any rate, to confirm the predictions of certain universal complainers who, in the face of a movement tending to centralize European trade in the large ports, proclaim that the only future reserved for the outports is to serve as *calling places* for European navigation. Such an eventuality would doubtless prove prejudicial not only to trade but also to the cause of that civilization which the true friends of China ought to wish to see taking root, by means of Europeans, in the greatest possible number of places in this vast empire; and we firmly hope that, putting forth all that energy of which they are capable, and aided by favorable circumstances which have failed them during the last few years, European Merchants will succeed in in re-acquiring, in the ports of second rank, and consequently at Kiukiang, the influence to which they have the right to pretend.

E. DE CHAMPS,
Commissioner unattached,
late Acting Commissioner of Customs, Kiukiang.

A True Translation,
R. W. HALKET,
First Assistant.

II.

(Enclosure in MR. BROWN'S *Despatch, Canton Series, No. 23, of the 20th of March,* 1868.*)*

GEOGRAPHICAL SKETCH

OF THE

ISLAND OF HAINAN.

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GEOGRAPHICIAL SKETCH

OF THE

ISLAND OF HAINAN.

INTRODUCTORY NOTE.

The island of Hainan, although its first occupation by the Chinese dates back nearly two thousand years, has, chiefly in consequence of its remote and isolated position, received but little attention from the central government. The information regarding it furnished by Native sources is very scanty and untrustworthy, and that to be found in European works has, from the lapse of time and the numerous changes which it has brought about, become obsolete, and on many points calculated to give very erroneous impressions of the present condition and resources of the Island. A short account of a journey through a part of the Island was published in 1820, by a Mr. J. R., supercargo of an East India Company's ship, which was wrecked on the East Coast in 1819; but his descriptions of the towns, and remarks upon the populous and flourishing state of the country, although interesting, are so highly colored and exaggerated when judged by the actual state of the Island at present, that they must be taken with a great degree of allowance.

A recent brief visit of seven days, during which time the Island was circumnavigated, for the first time probably by Europeans, and four points on the coast visited, having furnished the means of acquiring additional information, and of correcting some of the errors of that now current, it has seemed preferable to embody the materials thus collected, with such existing materials as are trustworthy, in a general description of the Island, rather than present them in a narrative form. The physical aspect of the Island will first be noticed, and then a sketch of its political geography given. It should be remarked, however, at the outset, that the hurried nature of our visit rendered our facilities for observing necessarily very limited and incomplete; and those interested in the Island will await with impatience the results of the labours of Mr. Swinhoe, late Her Britannic Majesty's Consul at Amoy, who is now (February 1868) on a tour of exploration in the Island, and who will undoubtedly collect information of great interest and importance to geographical science.

A preliminary remark on the name of the Island is necessary, in correction of a prevailing erroneous impression. It is generally supposed that the name Hainan is not known to the Chinese as applied to the Island only, but as used by them includes all the maritime countries South of China. On the contrary, it is frequently met with in official documents, even as early as the Sung dynasty, referring to the Island alone, and the usage in unofficial works has been sometimes the same, and sometimes includes the countries of the Southern sea generally; but in the latter case some qualifying term is always added, to indicate its extended application. The popular usage of the present day restricts the term to the Island alone. The early European geographers and voyagers variously named it Aynao, Cheinan, Kainan, and Aniam.

I.—PHYSICAL GEOGRAPHY.

1.—*Position and General Outline.*

The island of Hainan forms one of the departments—Kiung-chow-fu, 瓊州府, of the province of Kwangtung, and is the most Southerly portion of the Chinese Empire. It lies between the parallels of 18° 10′ and 20° 10′ N. latitude, and between 108° 30′ and 111° E. longitude nearly. Its greatest length, from North-east to South-west, is about 160 miles, and greatest breadth, at right angles to the first line, nearly 100 miles. The Northern portion is a plain forty or fifty miles broad, with a few hills rising from it, but nearly all the rest of the Island is mountainous, with fertile valleys lying between the ranges. Many of the mountains are of great height, and one authority states that some in the interior rise above the snow line; but as this would necessitate an altitude of 13,000 or 14,000

feet

feet in this latitude, the statement is extremely doubtful. The principal range of the Island, called the Li-mu-ling 梨母嶺, follows in its general course the line of greatest length, from North-east to South-west. The Wu-chih-shan 五指山, or Five-finger Mountain, a celebrated peak, and probably the highest in the range, stands near the centre of the Southern half of the Island. These ranges are for the most part covered with dense forests, through which the inhabitants have cut narrow paths, as a means of communication between the valleys.

2.—Coast Line; Harbors; Tides; Islands; Shoals.

The Northern shore is mostly a level sandy plain, broken about nineteen miles east of Hoihow anchorage by a promontory called the Seven Star Mount (七星山), the most Northerly part of the Island, and crowned by a pagoda, forming a conspicuous landmark. Following the line of the coast, about fifteen miles E.S.E. of this, is Lao-hu Shan 老虎山 (also called Pao-hu Shan 抱虎山), or Hainan Head, and about sixteen miles nearly South of the latter is Tung-ku Shan 銅鼓山, (erroneously called Tongeou, and placed about eight miles too far to the South on the Charts,) which is about 1,800 feet high, and the most Easterly point of the Island. Hence to False Tinhosa Island the coast is mostly level, with mountains inland. From this island, the South-eastern and Southern coast is very bold, the mountains reaching to the sea. Very high land rises near the Southern point of the Island. The mountains on the coast are generally bare, but a few miles inland they are finely wooded. The South-western shore again becomes low, the mountains retiring inland, and a sandy plain of varying width borders the coast. The Western and North-western shore is alternately of high and low land, with several bays in its course.

The principal harbor of Hainan is Hoihow (海口 Haikow), on the Northern shore. It is the port of the chief city of the Island, Kiung-chow-fu 瓊州府, which was opened to Foreign trade by the treaties of 1858. It is a low sandy bay, protected on the North and North-east by a spit of sand, but will probably not prove very safe during the typhoon season. The town of Hoihow lies about three miles from the anchorage, on an estuary so shallow as to admit with difficulty even small boats at low tide, but good-sized junks go up at high water, and lie aground. South of Tung-ku Shan on the Eastern coast is the port of Hwei-tung-hsien 會同縣, Kia-tsi 嘉積, which ranks as the second town in the Island in point of trade. On the Western side of Tinhosa Island is a safe and convenient shelter, and farther South Ling-shui bay (called Leong Soy on the charts) affords an anchorage well protected against winds coming from any point North of East. The South coast is indented with several fine bays, which afford excellent shelter during the N.E. monsoon, and in former times were often the resort of vessels driven off the China coast during that season; but they are nearly all open to Southerly winds. Horsburgh gives full descriptions of them. Galong bay, Yu-lin-kan (榆林港 Yü-lin Kiang), Sama 三亞 bay, and Pao-ping Kiang 保平港, on which Yai-chow 崖州 is situated, are the principal. On the Western and North-western coast are several open roadsteads, where shelter from the N.E. monsoon may be found, but very little is known of this portion, as indeed may be said of the whole coast, with the exception of the Southern part; and even here the latest Admiralty Chart, after a French survey of 1860, with corrections to June 1866, places the town of Yai-chow about twelve miles too far to the West, and on the wrong bay.

As just remarked, our knowledge of the coast and adjacent waters, and of the tides, is very imperfect. The average rise and fall of the latter is six or seven feet at Hoihow, and four or five on the South coast. Horsburgh has collected whatever is known of the currents in the vicinity of the Island during the different monsoons, but it may be worthy of remark that a considerable current setting to the N.E. was experienced in January, along the West coast in Tung-king gulf, probably the reflex of the Southerly current on the East coast, caused by its impinging on the coast of Cochin-china, and a portion being deflected Northward into the gulf.

The Taya Islands, called by the Chinese the Seven Islands (七州), consist of a group of seven high, barren islets, lying just South of the parallel of 20°, and distant about fifteen miles from the East coast of Hainan. False Tinhosa, called Ki-kwan Shan 鷄冠山, or the Cock's-comb, and Tinhosa, are two rocky islands off the South-eastern coast, and several other small ones lie adjacent to the Southern coast.

Dangerous shoals are represented on the Chart as lying off the North-east and South-west extremities of Hainan, but some at least of the former are myths, for our Steamer went directly over two of them as laid down with least water seven and a quarter fathoms, and most of the time with no bottom at twelve fathoms. It is very doubtful whether the sand banks represented as lying off the South-west and West sides of the Island exist to at all the extent indicated. The shoals and dangers said to fill the Channel between the Northern side of Hainan and the mainland are also entirely wanting. A thorough and accurate survey of the seas adjacent to the Island is very much needed, and it is to be hoped that the want will soon be supplied.

3.—Rivers;

3.—*Rivers; Lakes; Lagoons.*

If little is known of the coast of Hainan, the interior of the Island is quite a *terra incognita*. The general inaccuracy of Chinese maps renders it impossible to form a just idea of the features of a country, and such anomalies as several rivers springing from the same source, or one river dividing into several branches which flow in entirely different directions, are constantly met with. This remark applies forcibly to the river system of Hainan. That nearly all the rivers of the Island take their rise among the lofty mountains of the interior, is undoubted; but of their length, courses, and navigability, it is impossible to judge, except upon general grounds. They are all, however, as far as known, very shallow at their mouths, and some can be entered only at high tide. The largest river in the Island is the one which debouches just East of Hoi-how, and is variously named the Li-mu-kiang 黎母江, Nan-tu-kiang 南渡江, Kien-kiang 建江, and Po-chung-ho 博沖河. Small boats can ascend it to some distance. Most of the walled towns in the Island are situated upon small rivers, but these can scarcely be availed of to any extent for purposes of navigation, for the reason given above.

Several small lakes are represented as lying in the level Northern part of the Island, but of their nature and extent nothing is known.

Three Salt-water lagoons of considerable extent are known to exist on the South-eastern side of the Island—one at Wan-chow 萬州, one at Ling-shui 陵水, and one which forms the inner harbor of Yu-lin-kan bay. The second is entered by a very narrow channel, and extends inland to a distance of several miles. It is very shallow, the bottom being covered with coral, and at its upper end receives a river, on which the town is situated. The one at Yu-lin-kan can be entered by small vessels, and is perfectly protected from all winds.

4.—*Climate; Prevailing Winds; Typhoons.*

The climate of Hainan seems to be similar to that of the neighboring mainland, but of rather a more tropical character. The Northern end, being flat and low, and shut off to some extent by the high land in the interior from the South-west monsoon, would naturally seem more unhealthy than the more elevated Southern portion, which is open to the full force of the monsoon. The Chinese, however, seem to think otherwise, for such expressions as "pestilential atmosphere," "climate very noxious," are used in the official Red Book in connection with towns on the Southern coast, and this supposed unhealthiness has several times been brought to the notice of the Government. In the third year of Kien-lung, A.D. 1738, the Governor General of the Two Kwang, in consequence of the death of two officials in Hainan a few months after reaching their posts, memorialized the Emperor, asking that appointments to unhealthy positions be made from natives of the neighboring provinces, who would be to some extent acclimatized. The Emperor directed that regulations on the subject be made, and in the nineteenth year, 1754, a former law, by which military officials were promoted to other posts after five years service in Hainan, was extended so as to include some of the civil officials also. The extreme dampness of the climate is said to be the principal cause of this unhealthiness, but this is true principally in the summer, the wet season. The spring is said to be dry, and the unhealthy season is at "the time when the betel-nut palm flowers," about May and June. During March and April thunder is said to be frequent. Su Tung-po, the famous poet, who was exiled in Hainan, speaks thus disparagingly of it: "As men are not made of metal or stone, how can they live long in such a place?" He adds, however, that the natives of Tanchow on the Western coast are celebrated for their longevity, "frequently attaining the age of more than a hundred years, so that eighty or ninety years are scarcely worth mentioning."

The South-west monsoon blows from April to October, and the North-east monsoon from October to April. The former is said to be much lighter and more unsteady than the latter. During the time of our visit, in January, at the North end of the Island the monsoon was very irregular, and on the Southern coast we experienced regular land and sea breezes, with beautiful clear weather.

Hainan is noted for the severe typhoons which visit its coasts, and whose violence is indicated by frequent mention in the records of the Island of the overthrow of city walls, temples, and other buildings, by the combined force of the tempests, and the deluges of rain which generally accompany them. We had ocular evidence of this in the ruins of two temples which were pointed out to us as the effects of a typhoon of the previous autumn. They are said to be most frequent in August and September, but also occur as early as June, and as late as October. They commonly rise in the North or North-east, and end blowing from the South. The Chinese divide them into two classes, on not very clear grounds. The most dreadful ones, called *Chü-fêng* 颶風, give indications of their approach sometimes two or three days in advance. A Chinese writer thus graphically describes one: "Three days before they come, fowls and dogs cease their cries; slight rumbling sounds are heard; the clouds collect in turbid masses: an angry surf rolls in from

the

the sea: the sea birds fly about affrighted in the thick murky atmosphere, and the tempest is upon us. Houses are blown away, boats driven high upon the dry land, trees are torn up by the roots, the sea boils up to a great height, the fields are inundated, cattle are overwhelmed and perish. Such is called an iron whirlwind" He quietly adds, "sometimes they do not occur for two or three years, but can occur two or three times in one year. There rarity or frequency depends upon the good conduct, or the reverse, of the officials."

In 968 A.D. a typhoon destroyed the walls and houses of Kiung-chow-fu, and laid waste the surrounding country. The same again occurred in 982, and in 1072 one desolated Yai-chow, at the Southern end of the Island, laying the town in ruins. A typhoon which visited the Southern part of the province of Kwang-tung in the autumn of 1820, destroying buildings and crops, was so severe as to move the Governor General to memorialize the throne, for sanction of the steps which he had taken in behalf of the sufferers by dispatching money and aid to their relief.

5.—*Natural History.*

The information upon this subject is very scanty and imperfect, and a few general notices must suffice.

A.—Geology and Mineralogy.

The general contour of the mountain system has already been given. The Northern end of the Island, as well as the opposite mainland, bears many traces of volcanic agency. The stone used for paving and building, which is quarried in the hills, is a dark blue tough cellular trachyte, which decomposes into a red sandy soil. One of the small shallow lakes near Kiung-chow-fu is said to have been formed by the sinking of the land, upon which formerly stood a town. The mountains along the coast are of a coarse friable granite, which is gradually decomposed by the elements and washed down in the form of sand by the rivers, supplying the material for their shallow beds, and for the bars and sandbanks at their mouths.

A mineral called *Kuing* 瓊, probably a kind of reddish marble, is said to be found in a mountain of the same name a few miles from chief city of the Island, to which also it has given its name. Gold and Silver are found in the central part of the Island, and there was formerly considerable traffic in them between the Chinese and the aborigines who inhabit the interior; but it has long been the policy of the Government of China to discourage the mining of the precious metals, as it diverts the industry of the people from the cultivation of the soil, the great essential; and according to Du Halde, the Emperor Kianghi, hearing how much of the gold obtained by the above traffic passed into the hands of the officials of the Island, forbade its continuance on pain of death. This seems to have suppressed it to a great extent, and it now exists in a very limited degree, if at all. Du Halde also states that mines of "*lapis armenus*" (*lapis lazuli*) exist in the Island, but it is doubtful if they are worked at present

B.—Botany.

The Flora of the Island is of a more decidedly tropical character than that of the mainland, and includes among its distinctive productions the cocoanut and the areca or betelnut palm. The former grows in great abundance on the Eastern coast. The fibre of the nut is manufactured into cordage and other articles.

The Chinese fable of the origin of the cocoanut is a fair example of their attempts at theorizing in natural history. "In olden times, the prince of Lin-yi, having an enmity against the prince of Yüeh, sent an army against him, and succeeded in getting his head. This he suspended in a tree, and after some time it changed to a cocoanut. The prince of Yüeh being very drunk at the time when he was beheaded, the wine made from the cocoanut is also intoxicating."

The areca palm flourishes in the Eastern and Southern parts of the Island, and a small species of artocarpus or jack-fruit is also found. The orange does not grow in the Island. Garroo or Eagle wood, so much esteemed by Orientals for its fragrance, is obtained by barter with the aborigines, who gather it in the forests of the interior. Several varieties of ornamental woods are obtained in the same manner, the most abundant of which is the *hwa-li* 花梨, a hard, dark, handsomely veined wood, which is very neatly turned into a variety of articles.

C.—Zoology.

A few words will wind up our knowledge upon this point. Few if any ferocious animals are found in the Island. Deer are common among the mountains, and apes and monkeys are said to inhabit the forests. Numerous tropical birds are also found there, among them parrots and the beautiful mina of the East Indies. Wild duck, curlew, and snipe frequent the mud flats at the mouths of some of the rivers in the winter, and numbers of very large cranes were seen on the West coast. Fish in great variety and abundance are taken off the coasts, and form an important article of food. Small sponges of a very inferior quality, and containing much calcareous matter, are collected by the Fishermen.

II.—POLITICAL

II.—POLITICAL GEOGRAPHY.

1.—*Political Divisions; Government; Taxes.*

As stated above, Hainan comprises the department of Kiung-chow-fu 瓊州府, and is sub-divided into thirteen districts, three *chow* 州, and ten *hsien* 縣. The chief towns of all these districts are situated on or near the coast, in the following order, commencing with the *fu* city, and going toward the East. Kiung-shan-hsien 瓊山縣 (attached to the *fu*), Ting-an-hsien 定安縣, Wên-chang-hsien 文昌縣, Hwei-tung-hsien 會同縣, Lo-hwei-hsien 樂會縣, Wan-chow 萬州, Ling-shui-hsien 陵水縣, Yai-chow 崖州 Kan-ên-hsien 感恩縣, Chang-hwa-hsien 昌化縣, Tan-chow 儋州, Lin-kao-hsien 臨高縣, and Chêng-mai-hsien 澄邁縣. These districts extend inland nominally from twenty-five to forty miles, the rest of the Island being occupied by the Li 黎 or aborigines. The town of Kiung-chow-fu, lies about three miles inland from Hoihow. A well travelled road leads to it through a gently undulating country, covered with multitudes of graves. It is not nearly so large as described, and instead of having streets a mile and a half long, has scarcely any of half that length. The population is small, and but little trade is carried on. The general aspect of the place was that of dilapidation and decay. It had evidently seen better days. Yai-chow, the most Southerly town in the Island and in the empire, had lapsed still farther into its primeval condition, a great part of the enclosure within the walls having entirely run to waste, and being overgrown with trees and underbrush. We landed at but two other places on the coast, and in both cases the towns lying several miles inland, time forbade our visiting them. But few signs of life and civilization were seen, however, at either place, the absence of good harbors preventing much maritime trade.

Each of the thirteen towns above mentioned is the residence of a district magistrate, who is subordinate to the Prefect of Kiung-chow-fu. The latter again is subordinate to the Taotai, or Intendant of Circuit, called the Lei-kiung-tao 雷瓊道, resident at the *fu* city, and whose jurisdiction extends over the opposite peninsula of Lei-chow-fu 雷州府. His title was changed in the year 1738 from Hainan-tao to the present one. He has more extensive powers than ordinary prefects, on account of the remoteness of his circuit from the seat of the provincial government; and by an edict of 1735, the annual real estate tax of the Island is to be deposited with him, instead of being remitted to the Provincial Treasurer, as is the case in all other departments. The military force of the island is under the control of a Chên-tai 鎮台, resident at the *fu* city, with subordinate officers at numerous out-stations along the frontiers of the settlements, as a protection against the Li.

From the first occupation of the Island down to within a few centuries, a yearly tribute was required, of gold, pearls, and tortoise shell. Galangal and betelnuts were included later.

The Customs' Revenue of the Island is chiefly collected at Hoi-how by a branch of the Yüeh-hai-kwan 粵海關 of Canton, under the supervision of the sub-prefect of Hai-fang-tung-chih 海防同知 of Kiung-chow-fu. Nine smaller branches are established at different points on the coast.

A curious memorial, presented to the Emperor by the chief magistrate of Hainan in 1079, shows the method of levying duties then practiced. He represents that the system then in use of levying duties according to the measurement of the vessel, without regard to the value of the cargo, was very unjust; for the vessels which came from the central provinces of the empire brought very valuable cargoes, as Silks, metals, &c., while those that came from the neighboring province on the mainland were generally laden with coarse articles, as cattle and grain. The duties upon the latter class of vessels were sometimes ten times as great, in proportion to the value of the cargo, as upon the former; and the consequence was that the grain and cattle bringing vessels no longer visited the Island, and there was a prospect of a scarcity of these two articles. He therefore requests that duties be levied *ad valorem*. It was sanctioned.

Another memorial of the following year, 1080, is worthy of mention, as showing that a system of extortion was not unknown eight centuries back. It represents to the Emperor that the officials sent from the capital to purchase fragrant woods and similar articles for use in the palace, not only obliged the merchants to sell at very much less than the market price, but exacted from them much more than the proper weight. Not only this, but they frequently bought at these rates additional amounts on their own account. The result was that many dealers had failed in consequence of these extortions, which were the greatest grievance under which Hainan suffered. The memorialist therefore proposes that a public market be established, where articles of this kind should be exposed for sale. Sanctioned.

The

The Chinese Government long since adopted the system of fixing the amount of taxes to be paid yearly by each district, and requiring this amount at the hands of the local magistrates, interfering as little as possible with their method of collecting. According to the Government Red Book, the annual real estate tax of Hainan in money is *Tls* 92,900, or about £ 30,000, and the grain tax is 190,000 *tan*, equal to about 540,000 bushels. giving about one English shilling or a quarter of a dollar, and one bushel of grain, as the assessment per acre of cultivated ground. It is doubtful, however, if these amounts are now collected in full. The total money tax has been very slightly increased during the past two centuries, although in 1746 the miscellaneous taxes were reduced, upon representation to the Emperor of the inability of the people to pay them. By a comparison of the amount of the grain tax at different periods, it appears that it has been very largely increased, in consequence of the growing solicitude of the government that the attention of the people throughout the empire should be directed as much as possible to the raising of grain to meet the wants of the increasing population, and as a provision against the failure of the harvest; for a scarcity of grain in the densely populated districts means famine, and famine means tumult and insurrection, and in the wake of these follows an accumulative train of evils, which extend their baneful influence to distant districts, a perpetual menace to the stability of the body politic.

2.—*Population; Language.—The Li, or Aborigines.*

In the time of the Han dynasty, when the Island was first occupied, the immigrant population is said to have been about 23,000 families. The population slowly decreased until the time of the Sung, A.D. 960 to 1280, when it is probably underestimated at 8,400 families. From this date it gradually rose again, until in the Ming dynasty, 1368 to 1644, we find it stated to be 68,500 families, or 291,000 individuals. A census taken in the early part of the present century gives it at about nine hundred thousand souls, and this agrees sufficiently with the estimate of the present population given to us, of seven or eight hundred thousand. There can be no doubt that the estimate given in European works of 1,500,000 is far in excess of the truth.

The present inhabitants are mostly descendants of emigrants from the province of Fukien, and the dialect spoken in the island still retains so many traces of its origin that a native of that province is understood with little difficulty. The dialect is said to vary somewhat in different parts of the island, in one part bearing a resemblance to that of Swatow, and in another part to that of Lien-chow-fu 廉州府, in the Western part of the Kwang-tung province.

The people generally are of a very peaceful and inoffensive disposition, and give so little trouble to the officials that the island is considered quite a paradise in this respect. Gutzlaff speaks of the Hainanese whom he met in Siam as "an industrious, peaceful people, who carry on some trade with Cochin China, Siam, and Singapore;" but this trade has now almost entirely ceased.

Within the belt of land bordering on the seacoast and occupied by the Chinese population, the mountainous interior of the Island is inhabited by a race of people called Li 黎, who, if not aborigines, are at least the remnants of an earlier wave of immigration than the Chinese, for they were in possession of the Island at the time of its conquest. They are a branch of the race of mountaineers who, under the general name of Miao-tz 苗子, have, from the days of Shun and Yü the Great, given constant trouble to the government, in the South-western provinces of the empire. A Chinese legend thus accounts for their origin:—An egg was once brought to the island by thunder, and deposited in the mountains. It produced a woman. When she had reached a great age, a native of Cochinchina came to the island in search of incense, and meeting the woman made a proposition of marriage, which was accepted. They had a numerous offspring, the Li, and she is hence called the Li-mu, or mother of the Li, and has given her name to the principal range of mountains of the island.

The Li are divided by the Chinese into two classes, the *Shêng* 生 or uncivilized, and the *Shu* 熟 or civilized. The first class embraces those who are entirely independent of Chinese rule, and have no intercourse with the Chinese settlers. The second class comprises those who have become partially civilized, paying taxes, and acknowledging to some extent the authority of the government.

The notices of the Li in Chinese works are numerous, but inconsistent, and often untrustworthy, from savoring so strongly of the marvellous. A few facts derived from personal observation and inquiry may be given, we having met a number of the *Shu* Li at Yaichow.

They are of about the same stature as the Chinese, or a little smaller, and of a much more decided brown or copper color. Their general appearance indicates an affinity with the Malay or brown races of South-eastern Asia and the neighboring islands. They have high cheek bones, and much more angular features than the Chinese, and their eyes are not oblique like those of the latter. Their hair is long, straight, and black, and the head entirely unshaven. In the men, the hair on the front part of the crown is twisted into a knot, and held in position by a pin of wood, bone, or metal,

thrust

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In 1661 the extent of cultivated land in the island is stated to have been about 485,000 acres. Up to 1819 this amount had slightly increased, to about 500,000 acres. An attempt was made in 1753 by the Governor of Kwangtung to increase the amount of cultivated land, in this manner. He presented a memorial to the Emperor, stating that there were about 4,000 acres (250 *king*) of arable land in the island unoccupied, and requested that freehold possession of it might be given to any settlers from the adjacent districts of the mainland who would occupy and cultivate it. His request was sanctioned, but whether the scheme was successful or not we are not informed.

4.—*Currency; Trade and Commerce; Manufactures; Fisheries.*

The Copper Cash current in Hainan are the kind known in Canton as "good cash;" the small inferior ones are rejected by the tradesmen. Ordinary Mexican dollars are current, but are taken at a discount of four or five per cent. Those known as Swatow dollars are the most commonly used.

The chief seat of trade in the island is Hoihow, the port of Kiung-chow-fu. The harbor has already been described. It seems to be the resort of a numerous fleet of Junks. The town gives indications of considerable trade, and may contain 10,000 inhabitants. Its trade is principally with Canton, Macao, and Swatow. The value of the Opium imported is equal to that of all other imports, if not greater. Foreign Cotton piece goods, raw cotton, coarse native paper, coarse crockery, (which also comes from Lien-chow-fu at the head of the Tung-king Gulf,) rice, salt fish, and other provisions, and the ordinary Chinese miscellaneous goods, comprise the principal Imports. The principal Export is Sugar. Next in importance are ground nut oil and cake, then Sesamum oil and betel nuts. The finest betel nuts are those exported from Ling-shui and Kia-tsi, on the Eastern coast. Besides these, dressed hides, Cocoa nuts, rattans, a few kinds of valuable timber, yellow wax in small quantities, charcoal, firewood, and a few other articles, form the list of Exports.

The total value of the trade was stated to us to be about 1,200,000 Taels per annum, nearly equally divided between Imports and Exports. Between 600 and 700 chests of Opium are imported annually, of a value of about 350,000 Taels. One of the officials plainly acknowledged that since the introduction of the drug in the time of Tao-kwang, the island had become gradually poorer, in consequence of the Opium absorbing so much of the productive capital. Probably no better illustration of the effects of the introduction of Opium could be found than in an isolated place like Hainan, where no new source of production could be called into requisition, to meet the drain upon the resources of the Island caused by its extensive use. The profits of trade and agriculture, which formerly were expended in administering to the comforts of the people and improving their social condition, are now absorbed by the all-pervading passion for the baneful drug. Complaints of the poverty of the people met us everywhere, and the evidence of our eyes confirmed their truth.

Few manufactures are carried on in the Island, beyond those connected with the Exports mentioned above. Kiung-chow-fu is noted for the handsome teapots, cups, bowls, &c., carved from the shell of the Cocoa nut, and lined with Britannia ware, and also for beads and ornaments carved from Garroo wood, which are made there.

During the winter months right whales are said to resort in great numbers to the waters in the vicinity of Hainan. The fishermen pursue them in fleets of small boats, each from three to twenty-five tons, fifty boats and upwards sometimes forming a fleet. The boats are sailed directly over the whale, and the latter harpooned by a man standing in the bow, this apparently hazardous plan being rendered comparatively safe by the cool and expert manner in which the boats are handled.

Captain Ross, of the East India Company's Service, who surveyed the South-east coast of Hainan in 1817, writes:—"There are numerous fishing boats belonging to the island, built of a hard and heavy wood; many of them go every year on fishing voyages for two months, and navigate to 700 or 800 miles from home, to collect *bicho de mar*, and procure dried turtle and sharks' fins, which they find amongst the numerous shoals and sandbanks that are in the South-east part of the China sea. Their voyages commence in March, when they visit the Northern banks, and leaving one or two of their crew and a few jars of fresh water, the boats proceed to some of the large shoals nearly in the vicinity of Borneo, and continue to fish until the early part of June, when they return and pick up their small parties and their collections. We met with many of these fishing boats when we were about the shoals in the China sea." Probably very little if any of this fishery is carried on at the present day.

The inhabitants of Hainan formerly had the reputation of being piratically inclined, and an incident which occurred at Ling-shui convinced us that some of them at least were not slandered. Several large sea-going junks, of a different build from those commonly used in the island, were seen lying high and dry on the shore of the lagoon, completely dismantled, and upon our landing at the small hamlet close by, we were accosted by several men of suspicious appearance, whose first question was whether we belonged to a gunboat,—they having evidently had some experience of

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one. In fact piracy (not so much on the part of the inhabitants of the Island, however, as of their neighbors of the mainland,) seems to have been the curse of the whole region, rendering maritime commerce extremely hazardous, and often extending its effects to the coast, which have frequently been ravaged by the lawless freebooters who, formerly more than at present, have infested these seas. The gulf of Tung-king (or Tonquin) was the scene of a considerable European trade a century and a half since, but as has been remarked, piracy has destroyed what it formerly lived upon, and has perished to a great extent from want of material upon which to thrive.

5.—*Roads, Means of Communication, and Conveyance.*

A large part of the intercourse between the different parts of the Island is carried on by small junks, which coast along from place to place. The roads, like most in Southern China, are indifferent. Two highroads connect Kiung-chow-fu with Yai-chow—one running along the Eastern coast and the other along the Western, and passing through the various walled towns which lie between. The Eastern road, although somewhat shorter than the other, is more difficult, being in its Southern portion a succession of precipitous mountain paths and passes. The ordinary modes of travelling are on horseback and in wheel-barrows. The ponies are of the kind common to the Southern provinces, smaller than the Mongolian ponies of the North, but like them strong and sturdy. Wheel-barrows are in general use, both for travelling and for the conveyance of merchandise, but the higher classes generally travel in sedan chairs. Very small and rudely constructed carts, drawn by water buffaloes, are common in the agricultural districts.

6.—*History.*

While a sketch of the history of Hainan can be little more than a bare enumeration of facts and dates, still it so clearly exhibits the causes of its present unprosperous condition, and points out what are the objects to be kept in view in any future efforts which may be made toward its amelioration, that it may not prove altogether useless and uninteresting.

The earliest notice of Hainan is its conquest by the Emperor Wu-ti 武帝 of the Han 漢 dynasty, in 111-110 B.C. It was then in the possession of the aborigines called Li, who still inhabit the interior. Wu-ti divided it into two districts, Chu-yai 珠崖, and Tan-êrh 儋耳; the first name, "shore of pearls," being given, we are told, in consequence of the abundance of pearls found, the second, because of the long ears and large earrings of the people. The hold of the Chinese upon the Island seems, however, to have been very unstable, for up to B.C. 85, twenty-five years after its conquest, no less than six extensive outbreaks of the Li took place, and in B.C. 82 Tan-êrh was abandoned. Another revolt taking place in the year 59, one in 53, and again a general uprising in 47, Kia-chüan-chih, a high minister of state, in a memorial which is a model of clear reasoning and forcible argument, advised the Emperor Yuen-ti 元帝 to abandon the Island altogether. He argued that it was unknown in the golden age of Chinese history, and that it was so remote and difficult of access, and the ravages of the climate were so great, that the advantages of maintaining possession of it were not at all commensurate with the expenditure of life and treasure which it involved. He also reasoned against extending the limits of the Empire by force of arms, because constant conspiracies and rebellions were taking place, which necessitated the use of arms to suppress them. He was opposed by other high officers, but the Emperor replied in a sensible speech, to the effect that the loss of prestige in abandoning a remote Island like Hainan was as nothing compared with the sufferings of his people from a famine which was then prevailing; and that the treasure which was to have been used in reconquering the Island should be diverted to alleviating the wants of the people. By his direction the Island was accordingly formally given up in the year 46 B.C.

From this time until the Sui 隋 (589-620 A.D.), with the single exception of an attempt under the Wu 吳 dynasty in the year 242, no efforts seem to have been made to regain possession of the Island. Under the Sui it was reconquered, but at the breaking up of that short-lived dynasty it again revolted. Kao-tsu 高祖, the first Emperor of the great Tang 唐 dynasty, which succeeded the Sui, once more re-established Yai-chow in the year 622, and in 631 his successor Tai-tsung 太宗 gave the name Kiung-chow to the Northern part of the Island, on account of the marble found there and mentioned above; and this name, later made to embrace the whole Island, has, with a few short interruptions, continued to the present day. In 667 the aboriginal savages overran and acquired possession of the district of Kiung-chow, and were only reconquered in 789. During the usurpation of the celebrated Empress Wu-how 武后 (684-704), the officials remaining in the Island are said to have carried on a civil war among themselves.

According

According to the poet Su Tung-po, during the turbulent times up to the founding of the Sung 宋 dynasty in 960, many people settled in Hainan to escape the disturbances which prevailed on the mainland. During the times of the Sung, however, the Li gave frequent trouble to the settlers. In 1088 the Emperior Chê-tsung 哲宗 endeavored by a proclamation to induce the *Shêng* Li to submit, and executed a military officer for having caused the death of some of the Li. In 1174 about two thousand of them voluntarily submitted themselves to the Chinese authorities, and a compact of peace was made with them, by which they bound themselves to give up plundering.

Upon the fall of the Sung dynasty in 1279, Hainan fell into the hands of the victorious Mongols of the Yuen 元 dynasty; and in 1292, under the first of its Emperors, Kublai Khan, an effort was made on a larger scale to civilize and colonize the Li. Over twenty thousand of them were taken from their mountain caves and villages and settled upon lands in the eastern part of the Island, and all taxes were remitted for two years. Still frequent mention is made of innumerable minor disturbances in all parts of the Island.

In the time of the second Emperor of the Ming 明 dynasty, Yunglo 永樂 (1403-1424), the experiment was made of organizing bodies of *Shu* Li as soldiers. In time of war they were to act as guides and pioneers to the Chinese troops, and in times of peace were to be distributed throughout the different garrisons of the Island. As to its success or failure no information is given.

During the first half of the sixteenth century three expeditions on a large scale were conducted against the Li, each occupying three or four years, and involving the expenditure of several thousand lives and of hundreds of thousands of taels in money. This deplorable state of affairs attracted the attention of Hai Jui, a celebrated and leading statesman of the Ming dynasty, and himself a native of Hainan. He had once incurred the displeasure of his Imperial master by offering some plain advice, and was imprisoned, but soon afterwards restored to favor. In the year 1553 he memorialized the Emperor in an exceedingly able state paper, which is full of vigorous thought and clear reasoning, briefly rehearsing the facts and explaining the causes of the disturbed state of the Island. He argues,—the unsatisfactory condition which still exists in spite of the frequent expeditions against the Li, is owing to the fact that these expeditions have never been prosecuted to a final and thorough completion. When a small outbreak occurs, it is passed by unnoticed. When a large one imperatively calls for the presence of troops, it is deemed sufficient simply to drive the Li back to their caverns, without attempting to punish or exterminate them. The military officials shrink from the dangers and difficulties attendant upon further steps, and the civil magistrates look forward with impatience to the termination of their brief residence, when they are to be transferred elsewhere. The Li thus laugh at the feeble efforts made for their subjugation, and renew their inroads at their will. Hai Jui accordingly proposes a plan to the Emperor for a radical reform in the administration of the affairs of the Island, and offers his life and reputation as a forfeit for its failure. A civilian himself, he asks for the appointment of a few capable and energetic military officers to serve under him, and for a few thousand troops. But three years having elapsed since the last great expedition against the Li, he wishes to take advantage of the impression left by it, and proposes to begin operations at once by cutting two military roads through the centre of the Island, at right angles with each other, and to establish military stations at suitable posts, to maintain order. This done, he guarantees that in ten years from the time of commencing operations, the uncivilized Li will have gradually become transformed into industrious tillers of the soil and peaceful subjects of the empire. In answer to the objection of some one that the territory thus acquired was not worth the trouble which its acquirement involved, he replied that not merely was the soil very rich and fertile, but his plan would put an effectual stop to the disturbances which were perpetually agitating the Island. We are unfortunately left in ignorance of the subsequent history of this proposal, or even whether it was undertaken, but it is easy to see that it was never carried out.

Arrived at the present dynasty, we find an expedition sent against the Li by the Emperor Kang-hi 康熙 in the year 1699, and with considerable success. In 1730, under Yung-chêng 雍正, a general movement of the *Shêng* Li towards submission having taken place, the Governor General of the Two Kwang memorialized the Emperor, and an edict was issued, fixing an annual capitation tax of one candareen (about ½*d.* Eng.), and directing the magistrates to treat them with kindness and justice, as proof of his good faith and gracious favor. From this time forward, no information is accessible from official sources, owing to the fact that few official publications of the desired character have been issued; but it is known that in 1831 the Li resisted for several months a large force led against them by the Governor of Kwang-tung in person.

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The history of Hainan has thus been a mere series of partially successful efforts on the part of the Chinese to gain possession of the Island, and of similar efforts by the aboriginal Li to throw off the threatened yoke. This unsettled state, consequent upon the alternate attacks of the Chinese and the uprisings of the Li against their encroachments, has, together with the piracy which has paralyzed maritime commerce, rendered impossible any adequate development of the natural resources of the Island. The immigrant settlers have been discouraged from attempting more than to maintain a scanty existence, and the beneficial effects which would otherwise have followed the introduction of a civilized race among the savage aborigines have been greatly neutralized. Had an active and thorough policy like that of Hai Jui been adopted, a very different state of affairs would have been the result. The Chinese must have had some more substantial object than mere conquest in persevering for so many centuries and expending so much to maintain their precarious hold upon the Island, but their own short-sighted and temporizing policy has prevented the accomplishment of what would have been the natural consequence of a more vigorous one.

The opening to Foreign commerce of the port which was stipulated for in the Treaties of 1858, would mark a new and most important era in the history of the Island. The feeling of security which the presence of Foreigners would in all probability give, especially if simple but effectual means were taken for the suppression of piracy and for putting an end to the ceaseless feuds with the aborigines, would undoubtedly give a stimulus to the productive industry of the people, who might thus be made to develope an agriculture and commerce worthy of a fair and fertile tropical island.

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CANTON, *February*, 1868.

APPENDIX.

APPENDIX.

Note on the opening of Kiung-chow-fu to Foreign Trade.

In reference to the question of opening a Custom House under Foreign superintendence at Kiung-chow-fu, the prospect of the exceptional benefits which would accrue from such a step, in checking the enormous and increasing illicit trade in Opium along the West Coast, is sufficient apology for calling attention to some of them. It is known that over 10,000 (probably near 15,000) chests of Opium are imported into Macao annually. None of this when exported thence passes through the Foreign Custom House at Canton, and by far the greater part is smuggled into the various ports on the West Coast. Between 600 and 700 chests are imported into Hoihow annually, according to the statements of several officials there. The duty on 600 chests, Tls. 18,000, would meet the expense of a Foreign Custom House on a monthly allowance of Tls. 1,500; and there is no doubt that considerable additional revenue would be derived from the Foreign shipping, principally the smaller class of vessels, that would find employment in carrying coastwise the sugar, groundnut cake, betelnuts, etc., which are exported in large quantities from Hoihow.

The late circumnavigation of Hainan by the *Haiching* showed plainly that the sandbanks which were supposed to render the approach to Hoihow from the east dangerous, are either wanting or wrongly placed on the charts; and there is no doubt that when a satisfactory survey is made vessels bound to Hoihow from Hongkong and the coast ports north will make directly for the north-east corner of the island, instead of following the circuitous route inside the island of Nowchow, and through the intricate channel between it and the eastern side of the Leichow peninsula, as at present. The Taya Is., lying off the north-east corner of Hainan, and which are high and safe to approach, form an excellent landmark for vessels approaching from the eastward; and about half way between Hoihow and the north-east corner of Hainan, called Hainan Head, is the Seven Star Mountain, visible at twenty-five or thirty miles' distance, and crowned with a pagoda which can at a very slight expense be made serviceable as a lighthouse, should the commerce of the port warrant such a step. This, with the Taya Is., would render the approach to Hoihow harbor from the eastward safe and easy at all times. The pagoda itself at present forms a conspicuous guiding mark for vessels making the port.

The most important result of the opening of Hoihow is to be looked for in the suppression of the smuggling of Opium. To this end, a steamer, of sufficient power to cope with the heavily armed junks, should be kept constantly cruising along the coast from Hoihow to Macao, and should seize every thing found carrying unstamped Opium. A steamer which could also make fair progress under canvas alone would be highly desirable, as it would greatly lessen the consumption of Coal. All the Opium for the supply of Hainan and much of the West Coast would thus reach Hoihow in Foreign vessels. The Custom House Stamp once affixed, junks might be allowed to carry it from Hoihow to the neighboring ports on the mainland. Shuitung 水東 and Tienpak 電白, the two principal ports for the import of Opium on the coast, are so near Hoihow as to make it an object for the importers of Opium into those places to resort to Hoihow to make their purchases, rather than to Macao or Hongkong, as soon as it is shown to be unsafe, and consequently unprofitable, for junks to carry it direct from the two latter ports. When two or three examples have been made by seizures, Chinese merchants will not object to paying the duty of Tls. 30 per chest at Hoihow, thus ensuring themselves against the risk of confiscation. Hoihow might thus be expected to become to some extent a dépôt for the supply of Opium to the West Coast, and a large revenue might thus grow up from this source; and at the same time the anomaly which at present exists of forbidding junks to carry Opium, and yet collecting duty on it if they escape capture, would be done away with. Moreover, the manifestly impossible step of attempting to oblige all the Opium for the part of the Kwantung province west of Canton, to pass through the Canton Custom House, would be rendered unnecessary Foreign vessels would carry the Opium to Hoihow, the full duty would be collected under Foreign superintendence, the stamp affixed to each ball, and then junks might be allowed to export it to ports on the coast, without much danger of the Opium being lost sight of by the Native officials, after having once passed through the Hoihow Custom House. To ensure the success of this plan, however, it is absolutely necessary to render it dangerous for junks to carry Opium direct from Macao or Hongkong, by active cruising along the coast.

Should the plan above suggested, tending to make Hoihow a dépôt for Opium, be deemed feasible and prove successful, an indirect stimulus would be given to the general trade of the port, and a handsome and increasing revenue might be fairly counted upon as the result of opening it to Foreign commerce.

The accompanying sketch map of the coast between Hongkong and Hainan illustrates the present route between those two places, (which, it may be added, often entails the loss of the greater part of a day at Nowchow, even to steamers, on account of the necessity of making the passage between Nowchow and Hoihow during the daytime,) and the proposed route, which makes either for the Taya Is., or the Seven Star Mountain direct.

III.

CUSTOMS' GAZETTE.

(No. 6.) *1st April to 30th September,* 1867.

A.—Customs' Department.—*In-Door Staff.*

May 4th, 1867.

G. H. Noetzli, Second Class Clerk, to be an additional Deputy Commissioner at *Shanghai* for the Returns' Department.

May 21st, 1867.

F. N. May, First Class Clerk, *Foochow*, granted eighteen months' leave from 1st July.
Walter Lay, Second Class Clerk, to be Acting First Class Clerk at *Foochow*, *vice* May.
A. Engelhardt, Third Class Clerk, to be Acting Second Class Clerk at *Foochow*, *vice* Lay.
C. Jamieson, Fourth Class Clerk, to be Acting Third Class Clerk at *Foochow*, *vice* Engelhardt.
T. G. Hughes, Third Class Clerk, *Tientsin*, to be Third Class Clerk at *Foochow*.

May 31st, 1867.

E. B. Drew, Third Class Clerk, *Chefoo*, to be Third Class Clerk unattached, to study Chinese at *Peking*.
A. Allin, Third Class Clerk, *Tientsin*, to be Third Class Clerk at *Chefoo*, *vice* Drew.
R. Hough, Third Class Clerk, *Shanghai*, to be Third Class Clerk at *Tientsin*, *vice* Allin.

June 4th, 1867.

Iver Münthe Daae, to be a Fourth Class Clerk at *Shanghai*.
Emile Blancheton, „ „ „ „

August 1st, 1867.

F. Kleinwächter, Second Class Clerk, *Swatow*, Acting Commissioner, to be Commissioner at *Chinkiang*.

August 22nd, 1867.

H. E. Hobson, Second Class Clerk, *Ningpo*, to be Second Class Clerk at *Swatow*, *vice* Kleinwächter.

August 24th, 1867.

Walter N. Morehouse, to be a Fourth Class Clerk at *Shanghai*.

August 31st, 1867.

Wood S. Schenck, Second Class Clerk, *Foochow*, Clerk in Charge at *Tamsuy*, to be Second Class Clerk at *Hankow*.
James Porter, First Class Clerk, *Amoy*, studying Chinese at *Peking*, to be Commissioner of Customs at *Tamsuy*.
N.B.—Granted twelve months' leave of absence.

September 1st, 1867.

J. Alex. Man, Acting First Class Clerk, *Amoy*, to be First Class Clerk, *vice* Porter.

September

September 2nd, 1867.

H. KOPSCH, First Class Clerk, *Shanghai*, to be Acting Commissioner of Customs at *Tamsuy*.

C. HANNEN, Commissioner of Customs, *Kiukiang*, to be Commissioner of Customs at *Amoy*, *vice* KLECZKOWSKI, *deceased*.

N.B.—Before taking up his appointment, to study Chinese at Peking.

E. DE CHAMPS, Second Class Clerk, to be First Class Clerk and Acting Commissioner of Customs at *Kiukiang*, *vice* HANNEN.

E. B. DREW, Third Class Clerk, unattached, to be Second Class Clerk at *Kiukiang*, *vice* DE CHAMPS.

J. ALEX. MAN, First Class Clerk, to be Acting Commissioner of Customs at *Amoy (until Mr. Hannen's arrival)*.

September 4th, 1867.

GEO. B. GLOVER, Commissioner of Customs, *Canton*, to study Chinese at *Peking*.

JAS. BROWN, Deputy Commissioner at *Shanghai*, to be Deputy Commissioner at *Canton*.

N.B.—To be Deputy Commissioner in charge during Mr. Glover's absence; Mr. E. C. Bowra to take charge at Canton until Mr. Brown's arrival.

E. C. BOWRA, Second Class Clerk, *Canton*, to be First Class Clerk at *Ningpo*.

September 10th, 1867.

R. W. HALKETT, First Class Clerk, *Hankow*, to be First Class Clerk at *Kiukiang*.

H. KOPSCH, First Class Clerk, *Shanghai*, Acting Commissioner at *Tamsuy*, to be transferred to the *Hankow* establishment, *vice* HALKETT.

A. PIRY, Second Class Clerk, *Shanghai*, to be First Class Clerk, *vice* KOPSCH.

E. C. TAINTOR, Third Class Clerk, *Newchwang*, to be Second Class Clerk at *Canton*, *vice* BOWRA.

A. ENGELHARDT, Acting Second Class Clerk, *Foochow*, to be Second Class Clerk at *Newchwang*.

September 17th, 1867.

A. L. BRETT, Third Class Clerk, *Hankow*, granted twelve months' leave from 15th November.

W. SIBBALD, Third Class Clerk, *Amoy*, to be Third Class Clerk at *Tamsuy*, for duty at *Keelung*.

September 30th, 1867.

O. BROWN, Third Class Clerk, *Tientsin*, to be Second Class Clerk.

B.—CUSTOMS' DEPARTMENT.—*Out-Door Staff.*

September 30th, 1867.

1.—*To be Inspector of the Water Guard* (1):—

(Vacant,)..... ..... at *Shanghai*.

2.—*To be Tide-Surveyors of the First Class* (4):—

H. J. CANHAM,..... at *Shanghai*.
H. MEADE,..... „ *Foochow*.
* T. M. BROWN, ... „ *Canton*.
* J. H. MAY, ... „ *Hankow*.

* Able to speak, or studying Chinese.

3.—*To be Tide-Surveyors of the Second Class* (6):—

* W. N. Lovatt,	at	*Tientsin.*
* F. Dawson,	„	*Kiukiang.*
M. L. Smith,	„	*Shanghai.*
H. Bake,	„	*Ningpo.*
J. S. Halsey,	„	*Amoy.*
W. T. Hodder,	„	*Swatow.*

4.—*To be Tide-Surveyors of the Third Class* (8):—

* R. J. Goldspink,	at	*Newchwang.*
* E. B. Hankock,	„	*Tientsin.*
J. Sanderson,	„	*Chefoo.*
* A. W. Linton	„	*Hankow.*
W. Watson,	„	*Chinkiang.*
H. J. Penrose,	„	*Shanghai.*
R. Lowe,	„	*Foochow.*
* W. C. Howard,	„	*Canton.*

5.—*To be Tide-Surveyors of the Fourth Class* (12):—

* H. Eldridge,	at	*Canton.*
S. Parkhill,	„	*Swatow.*
(*Vacant,*)	„	*Amoy.*
R. G. Small,	„	*Takow.*
G. F. Hume	„	*Tamsuy.*
H. Vierow,	„	*Foochow.*
* F. Collison,	„	*Ningpo.*
J. W. Green,	„	*Shanghai.*
F. Gallagher,	„	*Chinkiang.*
W. Youngson,	„	*Kiukiang.*
W. Horn,	„	*Chefoo.*
A. Field,	„	*Tientsin.*

6.—*To be Examiners of the First Class* (15):—

* F. Ewer,	at	*Canton.*
* E. Herton,	„	*Swatow.*
J. C. Porter,	„	*Amoy.*
W. Johnson,	„	*Foochow.*
E. Wheatley,	„	*Ningpo.*
A. H. Anderson,	„	*Shanghai.*
L. J. Vogeler,	„	„
J. Henderson,	„	„ for South Barrier.
* D. A. Emery,	„	*Chinkiang.*
A. Kleine,	„	*Kiukiang.*
* W. Dix,	„	*Hankow.*
* G. A. Gunzert,	„	„
W. Rae,	„	*Chefoo.*
G. Harman,	„	*Tientsin.*
G. Clarke,	„	*Newchwang.*

* Able to speak, or studying Chinese.

7.—*To*

7.—*To be Examiners of the Second Class* (26):—

* T. PARKER,	at *Canton.*	
* G. JONES,	„	„
J. ROACH,	„	*Swatow.*
C. H. PIKE,	„	*Amoy.*
* G. GUE,	„	*Takow.*
H. C. MÜLLER,	„	*Tamsuy.*
W. JENKINS,	„	*Foochow.*
R. MORAN,	„	„
* A. SHARPE,	„	*Ningpo.*
J. S. MURRAY,	„	„
C. TOOKEY,	„	„ for North Barrier.
W. SANDERS,	„	*Shanghai.*
W. FENNING,	„	„
J. FRITZ,	„	„
C. C. GRAM,	„	„
W. H. LUTHER,	„	„ for South Barrier.
* J. LOWE,	„	*Chinkiang.*
J. EDWARDS,	„	*Kiukiang.*
W. BRENNAN,	„	„
C. H. POLKINGHORNE,	„	*Hankow.*
* J. S. ARMSTRONG,	„	„
* A. B. MENZIES,	„	„
* J. H. BURNETT,	„	„ } for duty alternately at *Wu-süch.*
* J. FISHER,	„	„ }
C. BUSCH,	„	*Chefoo.*
R. TRANNACK,	„	*Tientsin.*
* C. J. ELDRIDGE,	„	*Newchwang.*

8.—*To be Tidewaiters of the First Class* (30):—

At *Canton*, (4).—A. MASTER, for the "*Spy*"; J. M. LAUD, J. POYNTER, and H. P. ELLIS.
„ *Swatow*, (2).—(To be appointed.)
„ *Amoy*, (2).—J. RITCHIE, and J. ABBOTT.
„ *Takow*, (1).—*W. J. EMERY.
„ *Tamsuy*, (1).—C. EARL.
„ *Foochow*, (3).—L. P. MÖLLER, H. H. SMITH, and R. G. HENDERSON.
„ *Ningpo*, (2).—J. MORGAN, and G. REEVES.
„ *Shanghai*, (6).—A. PACER, H. F. JENSEN, F. P. DELACOUR, T. H. HOLM, G. H. DREDGE, and J. LIAIGRE.
„ *Chinkiang*, (1).—W. F. WALKER.
„ *Kiukiang*, (2).—W. POLLOCK, and A. MAYS.
„ *Hankow*, (2).—T. MOOREHEAD, and * W. STEBBINS.
„ *Chefoo*, (2).—* C. MYRES, and J. ROSS.
„ *Tientsin*, (1).—J. BRACKENRIDGE.
„ *Newchwang*, (1).—E. HICKEY.

* Able to speak, or studying Chinese.

9.—*To*

9.—*To be Tidewaiters of the Second Class* (50):—

At *Canton*, (3).—* J. PARKER, W. H. TALBOT, W. WHEELER, G. W. CORTHELL, W. FOSTER, G. ALLCOTT S. SHARP, and J. MORRITZ.
„ *Swatow*, (4).—(To be appointed.)
„ *Amoy*, (4).—P. C. KRAAL, J. WATSON, J. WICHMAN, and H. SCHAUMLOFFEL.
„ *Takow*, (2).—* J. S. BOYOL, and W. B. Mc. SWINNEY.
„ *Tamsuy*, (2).—R. GOODRIDGE, and J. HAMLYN.
„ *Foochow*, (4).—M. [illegible]ERDINO, P. GUEYMARD, W. H. HOMAN, and H. H. HUDSON.
„ *Ningpo*, (2).—F. WEGNER, and M. KOCK.
„ *Shanghai*, (10).—W. J. VINCENT, G. C. LINDAU, C. GUNTHER, P. W. SINNOTT, W. LAWLESS, N. JOSS, A. L. WOOLF, J. NEWBURY, S. T. PALMER, and J. MAHON.
„ *Chinkiang*, (2).—C. MIDDLETON; (one to be appointed.)
„ *Kiukiang*, (2).—G. BALLANTINE, and G. HENRY.
„ *Hankow*, (4).—* P. W. PURCELL, W. J. SAYLE, N. MACGREGOR, and J. PRATT.
„ *Chefoo*, (2).—J. C. STACKPOLE, and J. KIRKWOOD.
„ *Tientsin*, (2).—A. A. GODWIN, and * A. P. COUTRIS.
„ *Newchwang*, (2).—(To be appointed.)

10.—*To be Tidewaiters of the Third Class* (80):—

At *Canton*, (16).—H. HAYDON, O. BAILEY, C. AMY, F. HARTWEG, S. YOUNG, M. MULCAHEY, T. D. BURROWS, E. WELSH, T. CARR, M. TALTY, W. HEATH, and H. BROWN.
O. P. WATKINS,
C. OTT,
F. O. HARTSHORN,
One vacancy.
} *For the "Spy."*
At *Swatow*, (6).—(To be appointed.)
„ *Amoy*, (6).—C. DE COSTRA, G. F. COTTRELL, D. LARK, G. THOMPSON, and *two vacancies.*
„ *Takow*, (4).—F. J. HOSKINGS, T. ROBINSON, W. BRISCOE, and *one vacancy.*
„ *Tamsuy*, (4).—C. POWELL, J. CHARTIN, J. MAHER, and D. WELSH.
„ *Foochow*, (6).—J. MALONEY, J. E. DE LESTRE, C. NEWTON, J. C. BRETT, H. J. WALLER, and J. DUBOIS.
„ *Ningpo*, (4).—N. P. ANDERSON, C. H. WILLIAMS, and *two vacancies.*
„ *Shanghai*, (12).—H. A. BESTE, J. BROSSARD, V. NAUDIN, W. E. PARSONS, E. D. BURRELL, R. HALSE, F. DIETERT, C. V. BONO, and *four vacancies.*
„ *Chinkiang*, (2).—W. G. HARRISON, and C. MACKENZIE.
„ *Kiukiang*, (4).—H. MURRAY, A. STUART, and *two vacancies.*
„ *Hankow*, (6).—W. GRAY, and *five vacancies.*
„ *Chefoo*, (4).—*J. MOULLS, A. IFFLAND, C. O'BRIAN, and *one vacancy.*
„ *Tientsin*, (2).—W. TREBING, W. FRENCH, S. F. LA FORGE, *Supernumerary.*
„ *Newchwang*, (4).—W. SEAMORE, W. WEBSTER, and *two vacancies.*

C.—MARINE DEPARTMENT.—*Harbor Master's Staff.*

May 24th, 1867.

WILLIAM ALGERNON WRIGHT, Harbor Master's Department, *Shanghai*, to be Acting Harbor Master at *Newchwang*.
WILLIAM KRAUL, Customs' Department, to be Harbor Pilot at *Newchwang*.

September 4th, 1867.

ALFRED F. GARDNER, Acting Harbor Master, *Shanghai*, to be Harbor Master at *Amoy*.
SEPTIME A. VIGUIER, Harbor Master's Department, *Shanghai*, to be Acting Harbor Master at *Shanghai*.

* Able to speak, or studying Chinese.

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